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REOPENING OF THE KIEL CANAL, Germany's famous 61-miles-long waterway connecting the North Sea and the Baltic, was announced in June 1945. But it was not until six months later that the dredging of its 45-ft.-deep waters was completed. This "Desert Rat" (formerly of the Berlin garrison), stationed at Itzehoe, is watching a merchantman making its way along the canal, the final clearance of which, besides easing German transport, speeded up supplies for Britain from Sweden. *Photo, G.N.S.*

Edited by Sir John Hammerton

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Our Thankless Task in Turbulent Palestine

IN THE SHARON VALLEY DISTRICT during a clash with insurgents on Nov. 25, 1945, in which eight Jewish settlers were killed and several wounded, a patrol of the 6th Airborne Division checked this civilian's identity card (1). Insurgents opposed entry of our troops and of members of the Palestine Police to the Rishpon Valley, having previously attacked nearby coastguard stations. Armed with pick helves and metal shields, the Police are on parade (2). Another detachment piles into a patrol-lorry (3) on the order "Mount!" See also pages 515, 517, 537. *Photos, Central Press, G.P.U.*

What the Loan Means to Britain

By
JOHN BUCKATZSCH

IN the House of Commons on August 24, 1945, Mr. Attlee announced the termination by the Americans of the Lend-Lease arrangements which had been in operation since March 11, 1941, and stated that Lord Halifax, British Ambassador to the United States, and Lord Keynes, adviser to the Treasury, were proceeding to Washington to discuss the resulting situation with representatives of the U.S. Administration. Talks opened on September 11, but it was not until December 6 that the Prime Minister was able to announce that a financial agreement putting almost £1,100,000,000 at the disposal of Great Britain had been signed.

Details of the final proposals arrived at have now been presented to the House of Commons and to the British public. They have aroused little enthusiasm and some opposition, but they were accepted by the House of Commons on December 13, and by the House of Lords five days later. If, as seems likely, the U.S. Congress ratifies the agreement, the foundation of the economic life of the post-war world will have been laid. Why has the " Financial Agreement between the Governments of the United States and the United Kingdom " been accepted with such reluctance in Great Britain ?

Annual Repayment Over 50 Years

A loan equivalent to about £1,100,000,000 is offered by the U.S.A. to Great Britain. Of this sum about £162,000,000 is to be used to pay for the goods dispatched to Great Britain under the terms of the Lend-Lease arrangements but not actually received when those arrangements were terminated. The remainder is available in dollars to be drawn upon at any time between ratification of the agreement and the end of 1951. The loan and the interest are to be repaid in annual sums of about £35,000,000 (except in certain circumstances), over a period of fifty years, beginning in 1951.

In previous articles—see pages 366 and 483—I tried to show why a loan of U.S. dollars is necessary. Briefly, we require dollars to pay for goods and services which we have to buy in America, and to be able to offer dollars to some of the nations to whom we owe pounds sterling, but who want to make payments to the U.S.A. (This is what is meant by " making the Sterling Balances convertible " into dollars.) In the long run, these dollars must be obtained by exporting British goods and services to the U.S.A.

UNFORTUNATELY, our ability to do this at the present time is limited by factors directly connected with the war. For example, we had to sell a large proportion of the securities on which we used to receive interest payments in dollars in order to pay for American aircraft before the days of Lend-Lease. About half our pre-war tonnage of merchant ships, which used to earn an income in foreign currency, has been sunk during the war. Above all, labour and machinery were directed from making goods for export to making munitions or filling the ranks of the armed forces.

The revival of the flow of dollars and other foreign currencies with which to buy imports will depend on the revival of the export trade, and that in turn will depend on the rate of " Reconversion." By " Reconversion " we mean not only bringing the Waafs back to the cotton mills and turning tank factories back into motor works, but also making good great arrears of maintenance work in those factories which *did* continue to make civilian goods during the war. The task is formidable, for our export trade, which fell during the war to about *one third* of its 1938 value, must be raised about three-quarters *above* that level if our essential post-war imports are to be paid for.

TO most people the complexities and uncertainties of the Anglo-American Loan Agreement constitute a major headache. The purpose of the immense sum involved, the terms of the loan and conditions attached, how it is likely to affect our trading relations with the Dominions, the influence it will have on the lives of us all for years to come : these and other points are made clear in this exposition specially written for " The War Illustrated."

Even though the process of reconversion is going ahead faster than many people suppose (probably faster than the reverse process did in 1939-41), and even though the home market continues to be starved of the goods which have been enjoyed by our American Allies throughout the war, some years must elapse before this export target is achieved.

The alternative to obtaining the necessary American goods in return for British exports would be to obtain American goods on credit. It was originally hoped that the United States would see their way to making a grant-in-aid—a sort of peace-time Lease-Lend—in recognition of the terrific burden borne by this country during the war. This proposition being unacceptable, the only remaining possibility is a loan on orthodox terms ; and this, broadly speaking, is what the British negotiators have received.

From one point of view, the securing of a loan is a source of satisfaction. For it will mitigate to some extent the great hardships that would otherwise have had to be endured during the next few years, and will enable us to meet some of the requests of our Sterling creditors for payments in American dollars. But, unfortunately, certain conditions are attached to the granting of the loan which can only cause very grave misgivings to many people in Great Britain.

If a Major Slump Occurs in U.S.A.

What are these conditions ? In the first place, obviously the acceptance of the Loan imposes a burden of annual payments amounting to about £35,000,000 over a period of fifty years. This is not a large sum in itself, but clearly does nothing to lighten the existing heavy burden on our Balance of Payments. This sum must, of course, be paid out of the proceeds of additional British exports to America (except in so far as it is paid in gold bought from other countries). Thus the ability of Great Britain to repay the Loan depends on the willingness of Americans to buy British goods. Experience of the conditions prevailing in the inter-war period has shown that this willingness is likely to vary considerably from time to time.

In particular, if a major slump should occur in the U.S.A., the American National Income will fall, and with it the ability of American citizens to buy British goods. Under these conditions the American government will almost certainly attempt to encourage American exports, though it may be difficult for it to persuade the U.S.A. to admit imports of British goods. Now, it is true that the Loan agreement provides for the " waiving " if the annual repayments of the British Balance of Payments can be shown to be in such a state as not to permit the necessary transfer of dollars to be made. But it may still prove difficult to invoke this waiver clause.

A MORE serious cause of misgiving in Great Britain is the manner in which the offer of the Loan is tied to the acceptance by Great Britain of what is called " free multilateral trade." Essentially this means that we forgo the right to make specific trading agreements with other nations, in particular with the Dominions. We agree to make any future sterling balances freely convertible into dollars. By this undertaking a powerful inducement to other countries to buy from us because we buy from them is removed. At the same time we have undertaken that any portion of the vast existing sterling balances that are released for spending shall be made available in *either* sterling *or* dollars, as their owners choose.

Regarded as an Economic Dunkirk

Moreover, the Agreement limits the power of Great Britain to grant Imperial Preference. For we have agreed to curtail imports from Empire countries in the same proportion as we may at any future time curtail imports from the U.S.A. The effect which this provision may have on the economic structure of the British Commonwealth cannot yet be predicted.

But it is clear that we must be prepared to abandon the picture we had formed of the members of the Commonwealth establishing, if necessary, a large group of nations maintaining full employment at home and insulated from the possible international economic fluctuations generated by variations in the American willingness to buy imports.

Provided such fluctuations do not occur, all may be well ; but we cannot feel justified in assuming that the American people have learned the great lesson of the inter-war period—that employment must be stabilized at a high level by systematic planning on the lines which were laid down in the British Coalition Government White Paper on Employment Policy.

The Loan Agreement, in fact, has two serious implications. In the first place, we are forced to lay aside some of the most powerful weapons by which we could hope to achieve the enormous task of rebuilding our export trade—mainly controls over our overseas trade. In the second place, we are drawn once more into a world of international economic relationships in which *all* depends on the willingness of creditor nations (to all intents and purposes the U.S.A.) to accept imports. Both these are implied by the " convertibility " undertakings and by the abandonment of Imperial Preference.

ALL, we repeat, may be well, but it is impossible to feel any confidence that it will be so. The Loan could not be rejected, but we should regard it as an economic Dunkirk, providing a breathing space which may enable us to set about the gigantic tasks of national recovery from a situation into which we were thrown by the completeness of our war effort, and hope that the U.S.A. will recognize the duty of creditor nations to accept payment in goods of the debts owed to them. This means a complete revision of American tariff-policy and a refusal to rely on the disastrous expedients of the nineteen-thirties by which nations sought to export their unemployment.

'OUT OF TUNE WITH REALITIES'

" I SHALL never as long as I live cease to regret that this is not an interest-free loan," said Lord Keynes, speaking in the House of Lords on December 18, 1945. " The charging of interest is out of tune with the underlying realities. It is based on a false analogy.

" Other conditions of the loan indicate clearly that our case has been recognized as being a special one. The Americans, one would have thought, might have emphasized the special character still further by forgoing interest.

" The amount of money at stake cannot be important to the United States, and what a difference it would have made to our feelings and our response. But there it is," he added resignedly.

New Zealanders with a Fine War Record

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

IN the First Great War the New Zealand Expeditionary Force established a reputation second to none as a gallant and efficient fighting unit. It is, I think, well known that the reputation of the 2nd N.Z.E.F. stands as high, and that it has displayed the same qualities as those of its predecessors. In addition, it has had opportunities of acquiring a versatility denied to the first N.Z.E.F. which, like other troops, had to suffer the restrictions of trench warfare. Now that a connected account of the exploits of the Force is available (though not in general circulation in this country), a picture can be given of the part played by its 2nd Division in Greece and North Africa, where this Division's characteristics were developed and its reputation established before it took part in the campaign in Italy.

When the Second Great War started it was intended that the N.Z. 2nd Div. should assemble and complete its training and final organization in the Middle East. The first contingent arrived in Egypt in February 1940, but the second was diverted to England when the threat of invasion developed. The third contingent later joined the first in Egypt, but this left the Division insufficiently organized and trained to take its full part in Wavell's victorious Libyan campaign. Its engineers, signals and transport, however, were used and rendered service of immense importance. The transport carried to their assembly areas the infantry which stormed Graziani's Sidi Barrani defences—in one phase of the battle they debussed their passengers within a hundred yards of the Italian positions, and the drivers left their vehicles to join in the assault. Later the transport in its more normal role gained an outstanding reputation for delivering food and water punctually, whatever the conditions. The other ancillary units also rendered notable service.

THEY Were the First to Join Hands With Garrison of Besieged Tobruk

But perhaps the greatest tribute paid to the adaptability and toughness of New Zealanders was their selection to provide personnel for the Long-Range Desert Group formed on the initiative of Major Bagnold, and under his command, when Italy entered the war. The Group explored immense stretches of waterless unmapped desert and harassed the enemy's outlying detachments and communications. The selection of New Zealanders for the experiment was all the more curious because they had less experience of desert conditions than any of the other troops available (see page 19).

IF the Division were disappointed at losing a chance of chasing Italians they soon had an opportunity of proving their metal against a more formidable antagonist. Brought up to establishment by the arrival of the 5th Brigade from England, the Division constituted a large part of the army sent to fulfil our promises to Greece. There opportunities for offensive action were denied it, but troops entering battle for the first time have seldom experienced more testing conditions—defence against greatly superior forces, which turned into a long retreat followed by a difficult evacuation, with the enemy possessing vastly superior armour and complete command of the air. The battle in Crete, where the New Zealanders fought hard for the Maleme aerodrome, was a variant of the same experiences, with the enemy still holding all the trumps.

Reassembled and reorganized in Egypt, the Division played an important part in Auchinleck's 1941 offensive. In the whirlpool battle of Sidi Rezegh the Division became split up into Brigade groups, alternately fighting offensively or on the defensive in desperate situations. It had the satisfaction of being the first to join hands with the garrison of Tobruk, and it developed a technique for retrieving apparently hopeless situations by bayonet attacks at night, in which Maoris frequently showed special aptitude. But casualties were heavy, and when Rommel was compelled at last to retreat to his El Agheila stronghold the Division was withdrawn to Syria to reorganize and to absorb reinforcements.

IN the summer of 1942, an urgent call came for the Division to cover the retreat of the 8th Army after its loss of the swaying battle of Gazala and Tobruk. Covering 900 miles in five days, a wonderful feat on the part of the staff and lorry drivers, the Division took up a position of readiness south of Matruh in Wavell's old defence line. The intention was to threaten the flank of Rommel's pursuit rather than to hold a defensive rallying line for the 8th Army, which continued to retreat to El Alamein. Here at Mingar Quaim, Rommel attempted to surround the Division, and nearly succeeded, but an astonishing night assault by the 4th Brigade cut a way out; the Germans being surprised by what they complained had been an attack by "thousands of drunken New Zealanders."

This action checked the momentum of Rommel's pursuit, and when he arrived at Alamein he was unable to break through the rallying position there. During the summer the Division took a leading part in defensive and counter-offensive actions, and when Rommel at the end of August made his last great effort to break into the Nile Delta the Division was on the southern side of the trap which Alexander and Montgomery, now in charge, had laid, and came in for heavy fighting during Rommel's attack and withdrawal.

Lt.-Gen. Sir BERNARD FREYBERG, V.C., K.C.B., K.B.E.
From the portrait painted in the Western Desert by Capt. Peter McIntyre

In the final Alamein battle two brigades of the Division (the third having been withdrawn to be equipped and organized as an armoured brigade) took a leading part in making the breach through which the Armoured Corps broke out. It had, however, been earmarked to form a mobile pursuing force. No sooner had the armour passed through than trucks for the two brigades came up into line and the Division came under the command of the Armoured Corps for the pursuit. A freak storm which halted the pursuit for a day enabled Rommel to escape utter disaster, and with the advantage of a metalled road he had little difficulty in reaching his El Agheila stronghold.

Before he could be attacked there, Montgomery had to pause to close up and to consolidate his communications. But he now had in the mobile force of which the N.Z. Division was the substantial nucleus (the whole under General Freyberg's command) an instrument with which to carry out his left-hooks round the enemy's open desert flank. During the pause, the force was organized at Bardia as a self-contained formation carrying water and food for twelve days and petrol for 350 miles. Then, when all was ready for the frontal attack, the force was brought forward and dispatched on a 250-mile desert march to come in on the rear of Rommel's "impregnable" fortress.

ASTONISHING Left-Hook Brought Off by Freyberg's Hard-Fighting Force

It was an amazing effort which only failed to achieve complete success because Rommel had taken alarm, and because the heavily armed tanks forming his rearguard succeeded in breaking through Freyberg's force, for which only a small number of heavy tanks had been available. Nevertheless, it was a great achievement to have manoeuvred the enemy out of an immensely strong position.

Similar manoeuvres deterred Rommel from making a determined attempt to cover Tripoli in the strong positions available, and his retreat continued to the Mareth line on the Tunisian frontier. Here it seemed that he intended to stand while looking for opportunities to strike back at the armies closing in on him. Though he failed in such attempts to achieve his full object he was still confident in the strength of his position. But again Freyberg's force brought off an astonishing left-hook which, after a hard fight, opened the way to the rear of the position and, when Montgomery sent reinforcements to exploit the success, rendered it untenable. Having suffered heavy defeat in the Mareth line and in the Akarit position, Rommel (or rather Messe, now in command) had no alternative but a rapid retreat to join Von Arnim in the north.

In the final battle the N.Z. 2nd Div. made gallant attacks on the practically impregnable Enfidaville position which misled Von Arnim as to the real danger point, but robbed the Division of the chance of playing its usual leading part in the decisive attack. In the Italian campaign the Division continued to give notable service. "The part of the New Zealand Division," said Lt.-Gen. Sir Oliver Leese, "has been as prominent as its reputation and quality deserved . . . their people at home may justly be as proud of their part in the Italian campaign as they were of their previous exploits." But undoubtedly it is as masters of desert warfare and as troops that could be relied on to cope with the most difficult conditions that the 2nd N.Z.E.F. will always be famous.

On Four Fronts They Gained Their High Renown

GREAT STORY OF NEW ZEALAND'S famous 2nd Division was worked out in a diversity of lands and conditions. Greeted by peasants in Greece (above) in April 1941. In the Western Desert campaign of 1940-42, Capt. C. H. Upham, V.C., and bar (top right, in foreground) snatches a hasty meal; see also portrait in page 414. Highlight of this campaign was the relief of Tobruk on Dec. 8, 1941; N.Z. sappers are seen (centre) laying the Tobruk railway. In Italy, at Cassino, Feb.-May 1944, the New Zealanders excelled in street fighting (below); in white winter camouflage (bottom right). PAGE 549

Hunting a U-Boat to Death

By
FRANCIS E. McMURTRIE

ON March 8, 1944, the Greek steamer Peleus, under charter to the Ministry of War Transport, sailed from Freetown, Sierra Leone, for South America. She was an ex-British ship of 4,628 tons gross, built at West Hartlepool in 1928. Five days later, at about six in the afternoon, the tracks of two torpedoes were observed on the port bow ; both hit the Peleus, and she sank in a couple of minutes, leaving most of the crew struggling in the water or clinging to rafts or floating wreckage. They included not only Greeks but British, Chinese, Polish and Chilean seamen.

The German submarine, U 852, which had sunk the ship, appeared on the surface and interrogated the third officer, who was summoned on board. After his lifebelt had been taken from him he was placed on a raft. Fire was then opened on the survivors from machine-guns, while some of the submarine's crew amused themselves by flinging hand-grenades at them. Most of the unfortunate men were killed outright, or soon died of their wounds ; one poor wretch lingered for 25 days before expiring on a raft. This left three, who after dreadful privations were picked up by a Portuguese steamer ; one of these survivors was British.

TRIAL OF U-BOAT WAR CRIMINALS opened in Hamburg on October 17, 1945, when members of the crew of the U 852 were charged with murdering British and Allied seamen after sinking the Greek ship Peleus in the Atlantic on March 13, 1944. During the hearing one of the defence counsel—a German—shook hands with Lieut. Heinz Eck, the U-boat captain later sentenced to death with two of his officers. *Photo, Keystone*

HOW the U 852 Met her End and the Capture of her Captain and Crew

News of this atrocity caused an intensive search for the enemy submarine, H.M. ships Butser, Duncton and Kelt (anti-submarine trawlers patrolling in the S. Atlantic) carrying out a sweep in the area where the U-boat was believed to be operating. She was next heard of farther east, where she was hunted by a frigate off Durban. Ultimately she was disabled by aircraft attack near Aden, in October 1944. Her commanding officer beached his sinking vessel on a sandbank and ordered her to be abandoned. He and his officers and men were made prisoners.

According to Press reports, papers found in the submarine established the fact that three other U-boats were operating in East African waters, with the result that all were in turn hunted down and destroyed. On inquiry at the Admiralty, however, I am informed that there is no basis for the belief that information obtained on board U 852 had anything to do with subsequent sinkings of enemy submarines.

Had this been true, it would not have been the first time that the destruction of an enemy submarine had led to the snaring of others. In July 1918, UB 110, after being rammed by H.M. destroyer Garry was finally sunk by depth charges from ML 263, off Roker, near Sunderland. As the water was comparatively shallow at this point, the submarine was salved and her log examined. It provided most valuable guidance concerning the routes followed by U-boats outward and homeward, and so materially assisted those engaged in hunting them.

IN October 1945, a year after the loss of his submarine, the captain of U 852, Lieut. Heinz Eck, was brought to trial at Hamburg before a court of British and Greek officers. With him were arraigned a number of his officers and men, together accused of murdering seven British, two Greek and two Chinese seamen. In presenting the case for the prosecution, Colonel Halse mentioned that the log of the submarine contained an entry recording the sinking of a ship in the position in which the Peleus was lost.

Lieutenant Eck pleaded operational necessity as an excuse for firing on the survivors, as aircraft might have sighted the floating wreckage and thus have set pursuit on his track. He also alleged that he had orders to behave harshly to mercantile personnel. Dealing with this plea, the Deputy Judge Advocate observed : "To kill survivors of a torpedoed ship is a grave breach of the law of nations. The Court has simply to judge whether, in the words of the charge, the men were concerned in killing the survivors. Duty to obey is limited to the observance of orders that are lawful."

LIEUT. Hans Richard Lenz, giving evidence in his own favour, stated that his captain had ordered the elimination of all trace of the Peleus by opening fire on the survivors. When Lenz protested, he was told that it was essential to leave no evidence of the sinking. He saw a leading seaman named Schwender, also under trial, using a machine-gun to fire at the wreckage ; he admitted himself taking over this gun, but declared in self-vindication that he fired it only in the general direction of the target.

After a four-day trial the accused were found guilty. Lieutenant Eck, Surgeon Lieutenant-Commander Walter Weispehnnig and Sub-Lieutenant August Hoffmann were sentenced to death, and have since been shot. Lenz was ordered to be imprisoned for life, and Schwender for 15 years. It is to be hoped that this will not be the last of such trials, for there is no doubt this is merely one of a number of cases in which the survivors of sunken ships have been brutally murdered. Moreover, there is nothing new in this abominable method of waging war, a deliberate policy first instituted in the war of 1914-18, and then expressed cynically by a German diplomat in the infamous phrase "*spurlos versenken*"—to sink without trace.

One of the most notorious criminals of the U-boat war in 1914-18 was W. Werner, of U 55. After sinking the S.S. Torrington, 150 miles S.E. of the Scillies, in April 1917, he deliberately submerged with 20 of her survivors on the upper deck. Four days later he murdered most of the crew of the Toro in precisely the same way ; he was also responsible for attacks on hospital ships After the First Great War, trials of U-boat criminals by German courts proved to be a travesty of justice. Prominent offenders were given every chance to disappear, witnesses were intimidated, and acquittals became the rule rather than the exception.

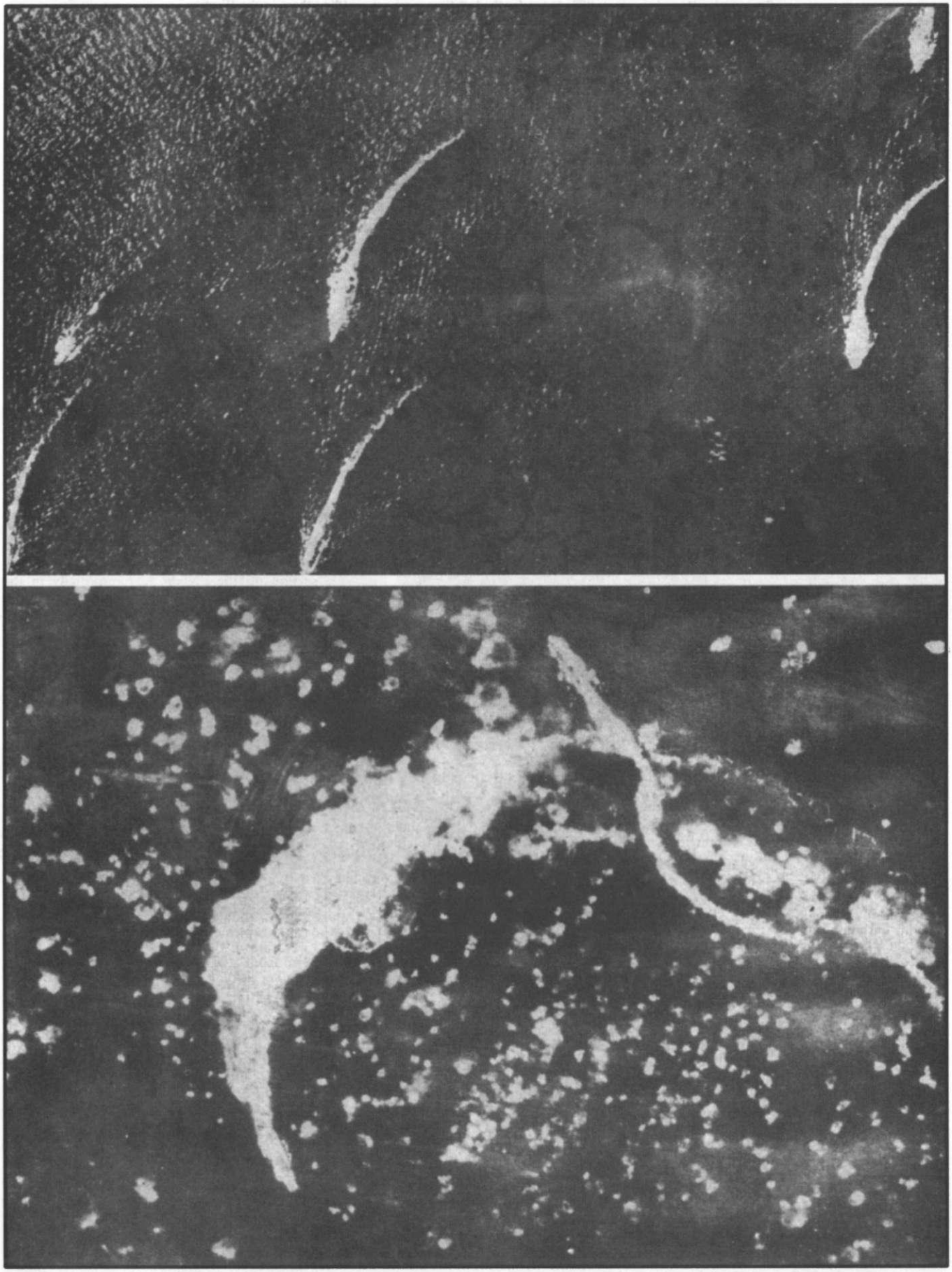
TORPEDOED Survivors Fired on In Their Lifeboat by the Japanese

So many U-boats have themselves been eliminated with all on board that it is improbable that the world will ever know the full extent of their crimes. It is to be hoped that no effort will be spared to gather every scrap of evidence that can be found against enemy submarine personnel now in custody as prisoners of war. This extends to the Japanese as well as the Germans, the former having proved themselves apt pupils in this as in other matters.

Here is a case in point, as reported in a recent issue of the Norges Handels og Sjöfartstidende (Norwegian Trade and Shipping Gazette) : Arne Karlsen, master of the Norwegian motor tanker Alcides, has just arrived back in Norway from a Japanese prison camp. He states that the Alcides sailed from Bandar Abbas, in the Persian Gulf, on July 15, 1943, in convoy for Australia with a cargo of oil. On July 23, some days after parting from the convoy, the vessel was torpedoed by a Japanese submarine. Two torpedoes struck the tanker amidships, and she sank in a minute and a half. A few of the crew managed to get into a lifeboat, while the submarine surfaced and took on board as prisoners the master, mate and wireless officer. They afterwards heard rifle and machine-gun fire, and assumed that the Japanese were firing on their unfortunate shipmates in the lifeboat.

THIS is but one of several cases in which the Japanese have behaved with most callous cruelty. In certain instances they have amused themselves by torturing their unfortunate victims. It is some consolation to know that, out of a possible total of about 175 submarines, Japan lost at least 125, most of them with all hands. It is to be hoped that rigid measures will be taken to examine the personnel belonging to those that remain, in order that none of the perpetrators of atrocities may escape. Not only is it highly desirable for abstract reasons that justice should be satisfied, but the knowledge that salutary punishment has been inflicted on war criminals will be a warning to future generations of our enemies

Attack on Malta Convoy as Nazi Bombers Saw It



SEIZED ENEMY PHOTOGRAPHS of a Malta convoy attack during August 11-12, 1942, released for publication in December 1945, revealed the intensity of our A.A. defences. This important and continuously-blitzed convoy—known as "Operation Pedestal"—was a gallant venture in which only seven of the fourteen merchantmen got through. The battleships H.M.S. Nelson and Rodney are seen (top, centre) with merchantmen to port. Bomb-bursts close to one of the escorting carriers (bottom), which included the Indomitable and the Victorious. PAGE 551 *Photos, British Official*

Operation Deadlight: Sinking the U-boat Fleet

Germany's submarines are putting to sea for the last time : we are scuttling them in the Western Approaches, where so many merchant ships were attacked and sent to the bottom by them during the war. Witnessing these operations in the Atlantic, GORDON HOLMAN has written this account specially for "The War Illustrated." See also facing page and 576.

THE final chapter of the story of the longest battle of the war is entitled "Operation Deadlight." It is being written now, eight months after the end of the war with Germany, in the grey bleakness of the North Atlantic where most of the story was unfolded over five and a half long years. "Operation Deadlight," which began on November 25, 1945, puts into effect the plan for the destruction of all surplus U-boats. It is a plan which has received the approval of the major Allied powers.

A large proportion of the German underwater fleet which carried on unrestricted warfare against our shipping from the time of the sinking of the Athenia on the night of September 3, 1939, until the end of hostilities had been assembled in two British ports. Some of the U-boats had been brought straight in from sea after surrendering to British surface forces. Others had made the passage from German ports, following closely the course of the German fleet that had straggled into Scapa Flow twenty-six years earlier. The fate of the U-boats was to be the same as that of the surface ships after the previous war—but now the scuttling was to be done for them.

Loch Ryan, in south-west-Scotland, with Stranraer at its head, was the main point of assembly for the U-boats. Eighty-six of them were lying there when I arrived in the Polish destroyer Blyskawica. They were in little groups of five and six, which made the fleet appear deceptively small until one got among the craft. Twenty-four other U-boats were at Lisahally, on the northern Irish coast. These two collections made up the total of 110 surplus U-boats.

To move among the larger force of submarines in Loch Ryan was a strange experience. Here was three-quarters of what remained of a fleet that had menaced our very existence as an island people. These craft, and others like them already sunk, had imposed a never-to-be-forgotten toll on the Allied navies and merchant navies. But for the unfailing devotion to duty that we have come to expect from our seamen, they might have snatched victory for Hitler even when he had little to hope for in other directions.

In Loch Ryan, in the autumn of the same year that many of them had been on active operations against us, they looked fairly harmless, although one felt there was a lot to be said for putting them where they would remain harmless for all time. To almost anybody who has sailed the seas in times of war, a submarine has sinister suggestions. There was little need to extend the imagination in this direction when passing among clusters of them, many with their "U" markings still on their conning towers.

An American-built Captain class frigate acted as guard ship, but most of the U-boats were unmanned. A crew of about 40 men had been permitted to remain on the centre boat in each cluster. They not only looked after their own craft but supplied working parties to carry out necessary maintenance on the vessels alongside them. At the appointed time, the U-boats would move slowly down the loch under their own power until they were finally abandoned by their crews and taken in tow for the "burial ground" in the Atlantic.

Each cluster of U-boats had one White Ensign flying over it and two signal pennants which were identification numerals. There was no uniformity in the way the submarines had been brought together. U 313, a big transport craft with a flat deck the size of a Thames pleasure boat, almost hid U 2335 and U 2329, two of the Mark 23 submarines with which the Germans made their final desperate inshore attacks on our shipping.

A rusty square radar installation stood out above the conning tower of U 170, another big boat—probably of 1,500 tons. U 360 had an odd, mottled appearance where large splashes of red lead had been slapped across her hull. One trot (the Navy's name

for these clusters of craft) was impressive because five large U-boats of the same pattern were all lying side by side.

Many of the larger boats had double gun platforms but the guns were missing. One wondered what grim actions had been fought against the R.A.F. or Fleet Air Arm from these gun positions. The little U-boats, with their hulls hardly showing above the still waters of the Loch, had no gun platforms at all. Their defence was their smallness and the readiness with which they could be taken down and, with the aid of their "Schnorkel" air tubes, kept down (see pages 680-681, Vol. 8).

Symbol of End of Nazi Sea Power

Along the single wire rigging running fore and aft from the conning towers, the last of the German crews had hung their washing. Few of the men who would remain to see their boats towed away to final destruction were on deck. One small party was busy, however, with a welding apparatus. They were preparing for the last tow. As we drew away from the fleet of U-boats and their grey hulls became merged in the background of Scottish hills, the blue welding flame stood out vividly. Suddenly it flickered and was gone—a strange symbol of the end of German sea power.

On November 25 the first towing operation began. In command of the group of ships taking part was Captain St. J. A. Micklethwait, holder of three D.S.O.s, who was a prisoner in the hands of the Germans for three years. He was captured after his ship, H.M.S. Sikh, had been sunk in the Mediterranean (see pages 285-286, Vol. 6). Now, in command of the famous destroyer Onslow, he led the U-boat funeral procession.

From the bridge on which Captain R. St. V. Sherbrooke fought on to win the V.C. after he had been badly wounded (see page 544, Vol. 6), Captain Micklethwait gave his orders for the disposal of the U-boats. Onslow led the destroyers which, on the last day of 1942, in the Arctic twilight, four times placed themselves between the convoy they were guarding and a greatly superior force of enemy ships. For Operation Deadlight, Onslow still bore her proud motto, "Festina Lente"—"Hasten Slowly," or, as the sailors invariably translate it, "On Slow." Other ships in this first towing were the Polish destroyer Blyskawica (British-built before the war), the Hunt class destroyer Southdown, the British-built frigate Loch Shin, the American-built frigate H.M.S. Cubitt and four tugs.

The U-boats going out to be scuttled, six of the small Mark 23 type craft, were brought down to the towing ships by skeleton crews provided by the Royal Navy, with four Germans in addition. As each boat was taken in tow, it was allowed to run out until the strain was on the tow, and then the crew was taken off. There was no ceremony of farewell for the Germans. They were taken ashore at once and probably did not see their craft slowly head out to sea.

Heavy Strain on the Towing Gear

The chosen scuttling-ground was where the Atlantic bed shelves away sharply about a hundred miles north-west of Lough Swilly and 80 miles north-west of the Bloody Foreland in Donegal (see map). Here there is a depth of about a thousand fathoms and it was felt that there was no chance of any part of the submarines, or such fuel and oil as remained on board, coming to the surface or otherwise interfering with fishing.

Progress to this area was necessarily slow. The unmanned submarines placed a heavy strain on the towing gear, especially in the long swell encountered in the open Atlantic. Proceeding at four knots, the force arrived early on the morning of the second day after leaving Loch Ryan. An hour or so before this, H.M.S. Cubitt reported to the Onslow that the U-boat she was towing had disappeared; she had foundered.

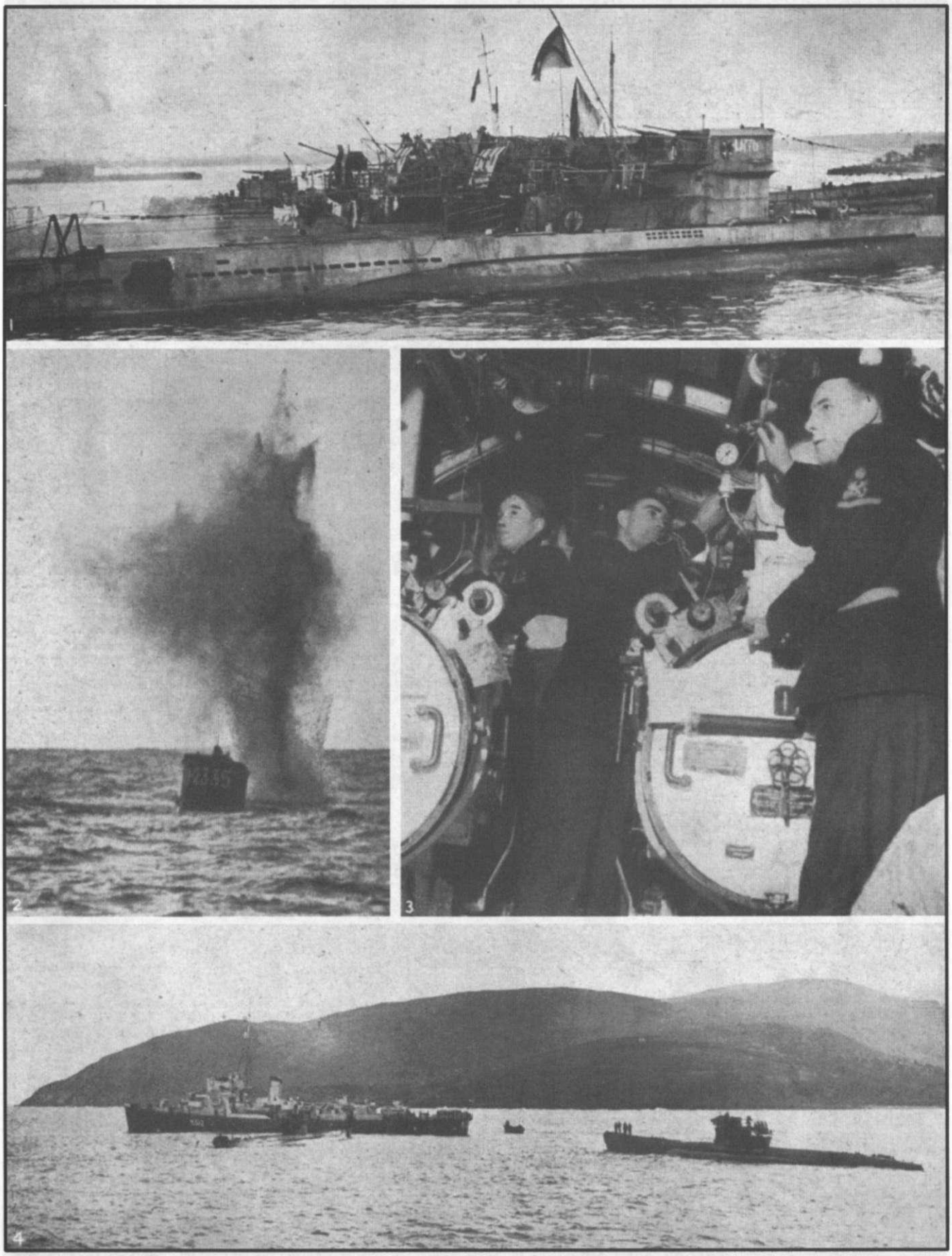
Number one plan for the destruction of the U-boats called for the firing of three high explosive charges already fitted into the U-boats. In order to carry the electric impulse to these charges it was necessary to pick up a line trailing from each U-boat. The destroying ships were H.M.S. Onslow and the Blyskawica.

A fairly heavy sea was running, but by fine seamanship the Onslow was able to get close to U 2361 and pick up the line. In a matter of minutes a connexion had been made, and the Onslow went astern until she was about 1,000 feet from the doomed U-boat. Then a plunger was pressed home and, in a triple explosion, both ends of the submarine were blown out and debris flung high in the air from the conning tower. When the smoke cleared the U-boat had vanished.

Meantime, Blyskawica, putting into effect the second method of destruction, had opened fire on the first of her victims, U 2321. A few rounds accounted for this craft; and the Polish gunners had even more spectacular success with their second U-boat, sinking it with four quick rounds.

ONSLOW then sank her second U-boat by gunfire, and this was quickly followed by a third disposed of in the same way by the Poles. Shells screamed into the submarines at close range, tearing conning towers wide open and penetrating the hulls. By midday the first batch of U-boats had settled down in the burial ground and the Onslow was leading the "destroyers" back for more at a steady twenty knots. Before dark signals were exchanged with the Onslow's sister ship, H.M.S. Onslaught, heading a second group of ships with their sleek tows to the sinking ground.

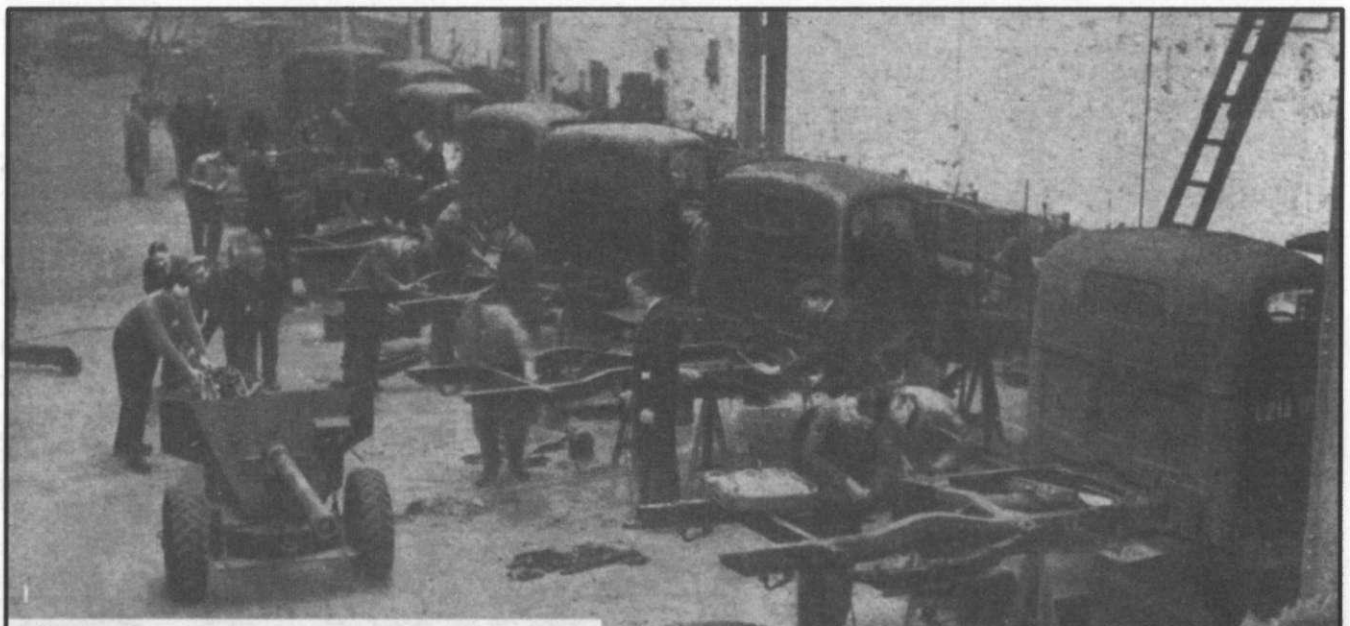
Last Scenes Enacted in Deep Atlantic Waters

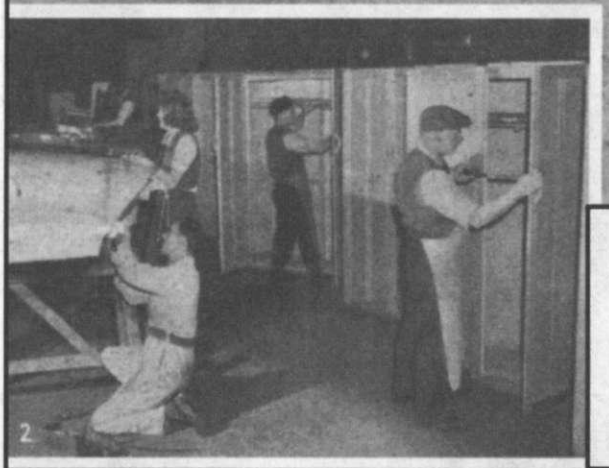


FINAL GATHERING OF THE DOOMED U-BOATS was at Loch Ryan (1) Wigtownshire, Scotland, in late November 1945, before being towed to destruction under " Operation Deadlight " (see facing page). The U 2335 received a direct hit by shell-fire (2) from the destroyer Onslaught and sank a thousand fathoms deep. Some were blown up; on board the U 2321, which sank a British ship in January 1945, a youthful German petty officer (3, left) helped to adjust the fuses which subsequently were ignited by an electric impulse carried from the destroyer by line. A destroyer (4) takes up a U-boat's tow-line. **See also illus. page 576.**

Photos, Sport & General, Keystone, Associated Press

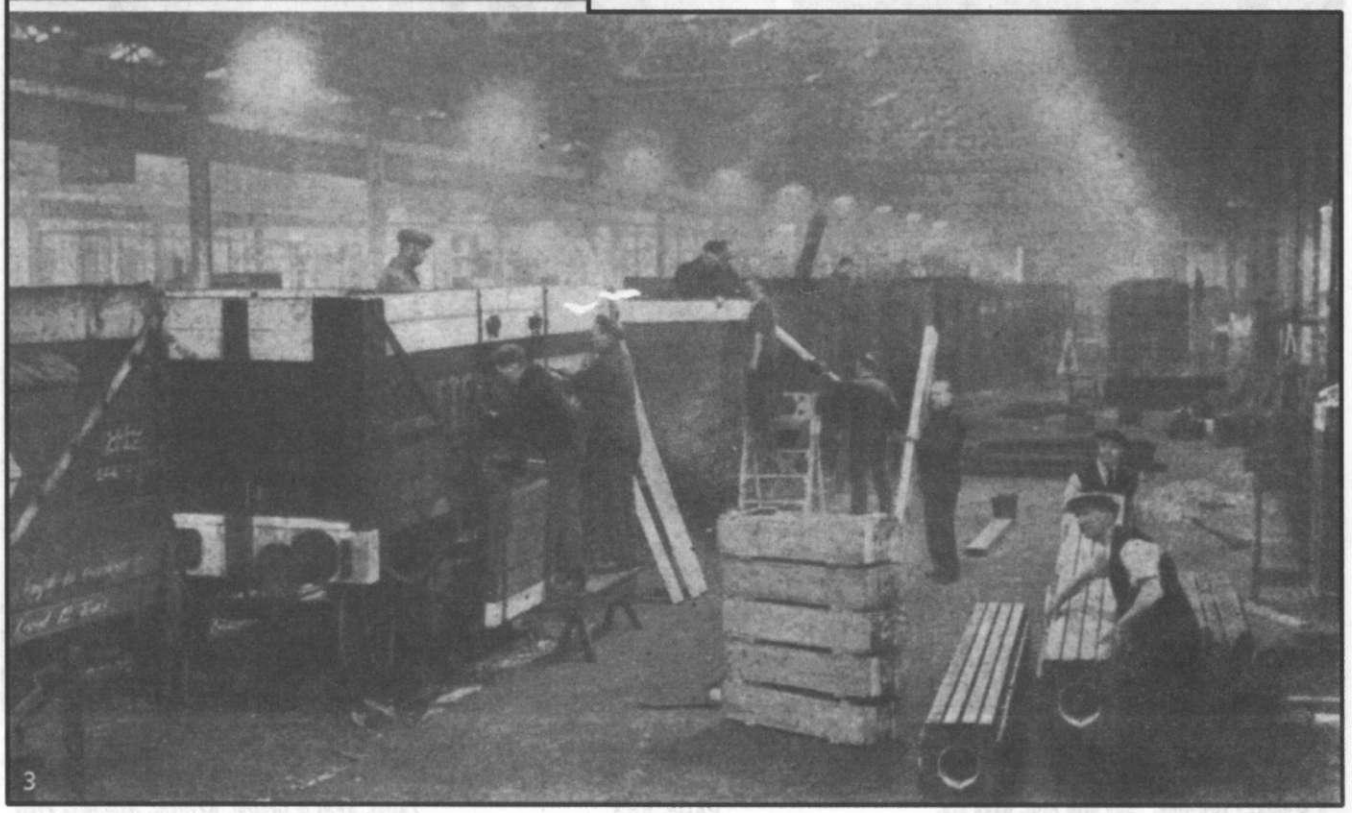
Transformation to Peace at Woolwich Arsenal





FIVE OF OUR LARGEST ROYAL ORDNANCE FACTORIES—at Woolwich, Cardiff, Hayes (Middlesex), Nottingham and Patricroft, near Manchester—in the early winter of 1945 received Government orders to switch some of their space from gun and tank manufacture to peacetime production. At the Royal Gun and Carriage Factory, Woolwich, which has 2,000 employees, mechanics assembled motor-lorries for shipment to Europe as the last 6-pounder anti-tank gun left the shop (1). Here, also, thousands of railway wagons, some over 40 years old, were being reconditioned (3) for service abroad, while workmen cleared away the ammunition boxes and gun-barrel cases. At a Walthamstow, London, aircraft factory finishing touches were given to a Mosquito as cabinet-makers assembled Utility-type wardrobes (2). See also page 558.

Photos 1 and 3 Exclusive to THE WAR ILLUSTRATED ; 2, *Associated Press*



Hitler's Proud Legions are Reduced to This

LINED UP IN BERLIN in early December 1945, pitiful in defeat, German soldiers awaited transport to their homes. Replying to a Soviet charge that large German forces were still mobilized in the British-occupied zone, it was officially stated on December 11 that up to date we had disbanded in our area a total of 2,000,000 members of the former Wehrmacht, leaving about 500,000 retained as essential workers or for eventual transfer to Russian or French zones. See also story in page 569.

Photo, Keystone

Now It Can Be Told!

CERAMIC'S THREE-YEAR MYSTERY CLEARED UP

SAPPER ERIC ALFRED MUNDAY, aged 24, back in his home at Foulsham Road, Thornton Heath, Surrey, brought with him the first full story of a three-year-old war mystery—the sinking of the British liner Ceramic in the Atlantic. The 18,750-ton Ceramic, former luxury ship on the Australian run, set out for Capetown from Britain on November 26, 1942, with 656 men, women and children on board.

She went down off the Azores. For ten months relatives of the passengers heard nothing. Then the loss of the ship was admitted in Capetown. In the House of Commons, the First Lord of the Admiralty said she was not in convoy, but was a "fast, independent ship." That was all.

Sapper Munday was the only survivor of the Ceramic. He told the story of her last voyage to a Daily Express reporter on October 14, 1945. Captain H. C. Elford had taken the ship through the Atlantic before. He knew what the dangers were in that winter of 1942. And he protested to the authorities against taking women and children on board. But 155, including 50 British nurses, were in the ship when she left Britain.

ON the night of December 6–7 three torpedoes hit her. She remained afloat for three hours. Everyone on board was put into boats or rafts. At dawn a storm broke. The boats were scattered. Many sank. Munday's boat, with 40 in it, capsized. He and six other soldiers clung to it. The rest were carried away. Four hours later the U-boat surfaced near them. A rope was thrown to them, but the boat was swept by a heavy sea. Only Munday was able to grab the rope, and he was hauled aboard the submarine.

"I pleaded with the U-boat commander, Captain Henke, to save the other six men who were still clinging to the overturned lifeboat," said Munday. "He refused." The U-boat submerged. Munday saw no more survivors of the Ceramic. The next two and a half years he spent in a prison camp in Germany.

THE NAVY LANDED 'CLOAK AND DAGGER' MEN

HIDING, camouflaged, in remote island creeks by day and sailing at night on privateering raids against enemy shipping and shore installations, seven 70-ft. Naval launches sapped Germany's hold on the strategic Mediterranean islands of the Dodecanese. Their part in clearing the Mediterranean was not revealed until September 1945.

Although they knew they were always somewhere near, the Germans never caught any of these small raiding ships, the smallest and slowest vessels in Britain's Coastal Forces. These 14-knot Harbour Defence Motor Launches—originally intended only for anti-submarine patrol in sheltered waters—also ran a "Raiders Ferry Service" for British Commandos and men of the famous Greek Sacred Regiment, whose "cloak and dagger" tactics smashed enemy strong points and communications and kept enemy garrisons in a state of terror.

The German headache started in February 1944, when Captain H. C. Legge, D.S.C., R.N., who between the wars worked as a London stockbroker, established his Naval H.Q. on the tiny island of Castellorizo, a few miles from the Turkish coast and the only island in the group not under German domination. With a strategy all their own the Navy and the raiders so completely surprised the enemy that the neighbouring islands of Piskopi and Nisero also soon fell into our hands.

From these striking bases the raids continued. While British destroyers patrolled the outer seas, the H.D.M.L.s maintained ceaseless vigil in the island approaches. Only in sheer desperation did an occasional German schooner, caique or lighter attempt the hazard of a passage by night. Pouncing from hiding-places in remote creeks where, almost under the noses of the enemy, they lay by day concealed under camouflage nets, the H.D.M.L.s with their 40-mm. Bofors and 20-mm. Oerlikons played havoc with the blockade-runners.

After one such engagement Intelligence revealed that the German Chief of Naval Staff for the occupied islands and several important military personages had been sent to the bottom. Not all the German vessels intercepted were sunk. Said Leading Seaman T. Roberts, of Llanelly, Caernarvonshire, coxswain of H.D.M.L 1252, commanded by Lieut. C. A. G. Dyer, R.N.V.R., of Tiverton, Devon: "After we had opened fire on one schooner, her German crew jumped overboard and we captured the vessel intact, complete with cargo of ammunition and mines. We also rescued the Germans out of the sea and took them back to Symi as prisoners of war."

IN April of 1945 alone the "little ships" landed 45 raiding parties on the various islands. The campaign was not without its humours. Provocative messages were frequently exchanged between Royal Navy signallers and the German look-out posts as the H.D.M.L.s nightly plied between the islands. A German signaller at Cos used to flash, "Why don't you come closer?" to which the Navy's signallers replied, "Why don't you pack up? You've had it!" The inevitable triumphant end to the campaign, which had been carried on for more than a year, came on May 9, 1945, when General Wagner, with his staff officers, was brought to Symi in the British destroyer H.M.S. Active to sign the surrender terms.

WHITEHALL'S WIRELESS LINK WITH THE WAR

THE story of a remarkable British wireless set was released by the War Office in November 1945. It was used by Royal Signals soon after D-Day and throughout the campaign in Western Europe, and enabled Field-Marshal Montgomery in Luneburg to speak directly to Mr. Churchill in Whitehall with all the security of a closed telephone line. And the Germans never knew we had it.

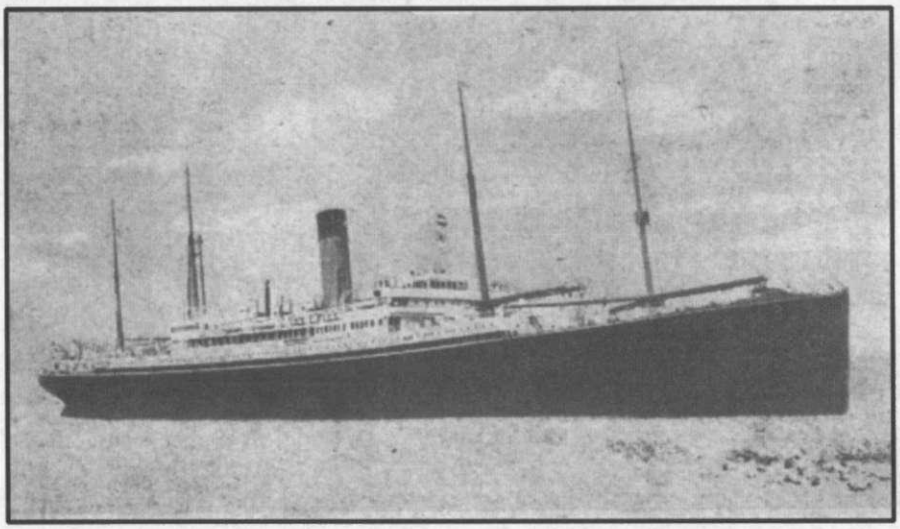
The Field-Marshal called it his "No. 10 thing," its official and unromantic name being "Wireless Set No. 10." It provided the only speech communication across the River Maas and the Rhine for several weeks, and Montgomery's Tactical H.Q. was never out of touch for more than one hour with the whole of 21 Army Group and the War Office up to the surrender at Luneburg.

Incidentally, all speech communication to General Eisenhower after the crossing of the Rhine was maintained by the "No. 10 Set" to Brussels and thence by line. It is interesting in this connexion that the Surrender was signed on Hill 71 because the Set works best on high ground; this fact continually governed the choice of sites for Tactical H.Q. The advantage which the British Army had in possessing this Set was enormous when it is realized that a land line say of 20 miles involves the erection of 700 telegraph poles and is very vulnerable to enemy action.

The Set was designed by scientists of the Ministry of Supply, and the credit for this must go chiefly to four men: Mr. W. A. S. Butement, already well-known for his work in connexion with radar and the radio proximity fuse (see page 492), Mr. A. J. Oxford, Mr. E. W. Anderson and Mr. J. G. MacMillan, who was later seconded to Royal Signals and was responsible for the field development of the Set. Butement in 1941 was the first to draw attention to the advantages of using centimetre waves for communication equipment, and the "centimetric" side was worked out by Anderson; Oxford first suggested the eight-pulse "multi-channel" system which was worked out by Butement and Oxford.

IT looks like an Army radar equipment, a 4-wheeled trailer with a pair of the now familiar circular mirrors mounted on top. In fact, the set is technically far more closely allied to a radar equipment than to any wireless set as generally understood. It operates at centimetre waves—the first time that these have been harnessed to the work of transmitting speech—and transmits its radio beam in the form of short pulses.

The sets are used in pairs, Set No. 1 sending out its pulses of centimetre waves (on



S.S. CERAMIC, 18,750-ton passenger liner, which in peacetime sailed between this country and Australia, was torpedoed off the Azores in December 1942, and provided a three-year mystery. The sole survivor—held in a German prison-camp throughout the remainder of the war—has now revealed the facts (see top of page). PAGE 556 *Photo, by courtesy of Shaw, Savill & Albion Co., Ltd.*

THE "HEDGEHOG," A BRITISH ROCKET DEVICE, came off the secret list on November 11, 1945. Technically known as the "Mark 10 Anti-Submarine Projector," it is a battery of 24 projectile units, each weighing 58 lb., mounted in the bows of a destroyer (top). The range is 200 yards. The U-boat (bottom) was one of 300 victims claimed. *Photos, British Official, Keystone*

which have been impressed the speech modulation), Set No. 2 picking them up ; but since Set No. 1 sends out its pulses not singly but in groups of eight, and since Set No. 2 is fully competent to sort these out into eight separate lines, no less than eight separate conversations can be relayed simultaneously between one pair of sets.

THIS alone would not give it security ; but the great advantage of centimetre waves is that they make possible the use of a very narrow beam, scarcely wider than that of a searchlight. This beam is stopped only by any fair-sized solid obstruction ; which means that any pair of "10 Sets" can only operate over a clear unobstructed path, usually of about 20 miles and sometimes well over 50 miles. This has necessitated the careful selection of sites, and the sets (or at least their aerials) have often been mounted on towers, or on the roofs of tall buildings, to obtain the clear "line of sight" essential for successful operation.

How Eavesdroppers Were Foiled

This might appear to be a disadvantage ; in reality it was a great advantage from the security aspect. For, just as the narrow beam implied that it could not be intercepted or even detected unless the eavesdropper was actually in the beam, so the clear line of sight implied normally that there was no means of getting into the beam short of hovering in mid-air with a quantity of heavy equipment. And although the Germans later claimed to have intercepted our wireless transmission with ease, careful interrogation showed not only that they had never intercepted a "10 Set" transmission, but also its very existence was entirely unsuspected.

The details of the disposition of these 20-mile "radio links" is a matter for military historians ; and the history would make interesting reading. It would tell of how, at the end of 1942, the first experimental two-stage link was set up between a building in Horsham and the roof of Berkeley Court in London ; of the link between Ventnor, Isle of Wight, and Beachy Head ; of the first operational link, between Ventnor and Cherbourg (the most difficult of all, because the distance is inconveniently great, and the necessary sight line could only be obtained by raising the aerials several hundred feet.) ; and, finally, of the chain of ten "10 Set links" from Luneburg to Brussels, whence a normal land line connected it to Whitehall.

It would also tell of how the "10 Set" chain was able, because of the mobility of the set and of its specially designed transportable 60-ft. towers, to follow close behind the advancing front in a way that telephone lines could never have done. It might also tell of how the "10 Set" crew once arrived even earlier than usual and proudly captured a German official, resplendent in the ornate and glittering uniform of a Chief Air Raid Warden—under the entirely excusable impression that such magnificence must surely imply high military rank. Information was passed to the U.S.A. ; and the Americans promptly set to work to design a set on the same lines.

Our Mighty Switch from Tanks to Peacetime Cars

There is no simple way of stepping across the frontier separating war and peace—of getting industry into its peacetime stride again : and the British Motor Industry, with its magnificent record of wartime production, is now experiencing tricky problems of its own. The nature of these is made clear in this recent interview (exclusive to "The War Illustrated") by Frank Illingworth with the Vice-Chairman of the Nuffield Organization, Sir MILES THOMAS.

NOWHERE else, perhaps, is the change-over from war to peace so marked as in the motor industry—war weapons at one end of an assembly line and saloon cars at the other, with the goods of war relegated to transitory parking places while the goods of peace flow on towards the factory railway siding and the consumer.

Five long and weary years saw the motor industry turning out weapons ranging from heavy tanks to light guns, from aircraft to submarine parts. Today it is crossing the production frontier between war and peace ; and a slowly mounting flood of sleek cars inch along the assembly lines.

The British motor industry could fulfil a large part of the overseas demand for £500,000,000 worth of cars if the materials and the labour were available, and subject to modifications in taxation. As it is, the aim is to export £30,000,000 worth of cars in the next 12 months. One firm has agreed to fulfil orders for 10,000 cars almost immediately. Another firm has exported well over 2,000 cars since the war ended, and has contracted to fulfil orders worth £5,000,000 towards the close of 1946.

I am certain that the late unlamented Hitler under-estimated the real productive potential of the British motor industry, thereby making one of his major mistakes. It played a primary part in winning the war. Indeed, way back in 1938. when the Government refused to think about war, one firm of motor manufacturers began to build tanks at its own expense, and to Anglicize the measurements and metallurgy on the original Swedish plans of the Bofors gun—in readiness for things to come. The result was that when war came the motor industry had already laid the foundations. And then, under the stress of war, the brains, ingenuity and craftsmanship of the industry solved engineering problems which had once baffled it.

HASTE ! Haste ! Give us tanks to stem the Panzers ! Give us guns and aircraft to meet the Luftwaffe ! Haste ! The industry answered the call. Hurriedly, men with brushes painted over hundreds of acres of glass roofs, blackout curtains fell across the windows, and beneath blue lamps grimy men, and then men and women, translated into steel designs born in the drawing offices.

In the North, the blast furnaces roared through the day and into the night, and the rolling mills hammered out the rough shape of war. At Hartlepool the air was heavy with the fumes of synthetic rubber. Over Billingham hung the choking reek of nitrate manufacture. From Birmingham came the vital links in the chain of armour, and at Coventry and Cowley, Luton and London, motor manufacturers married the products of a dozen related industries to the blueprints of war weapons.

Tanks ! Aircraft ! Guns ! More men and women went to work beneath the blue lamps and the blacked-out factory roofs until the motor industry employed twice the 1939 figure. The switch from cars and lorries to tanks and guns was slow. "The first year, nothing at all," Mr. Churchill said in 1941. "Second year, very little ; third year quite a lot: fourth year, all you want."

One Car to Every Five Persons ?

So it proved. One firm alone turned out 12,000,000 shells ; 3,210 Tiger Moth aircraft ; 1,625 military gliders ; 4,000 light and heavy tanks ; hundreds of Bren gun carriers, ambulances, canteens, and Bofors guns that went into action on every battlefield from Mandalay to Hamburg. It made amphibious tanks for the Normandy landings, marine engines for lifeboats, torpedoes, mines, and 13,000 of the engines that carried the great bombers over Berlin. And while one section turned out a flood of weapons, others repaired 80,000 battle-damaged aircraft and tanks.

This gives some idea of the versatility of the British motor industry. And if it swung quickly from peace to war, it is switching just as quickly from war to peace. Furthermore, the demand for cars is as marked now as was that for tanks in 1939. Lack of transport is the foremost factor in the rehabilitation of Europe ; even countries that have been spared war are crying out for new transport vehicles ; and, starved of cars for six years, this country is in sore need of new wheels.

Before the war the British motor industry —the third largest in the country—employed one and a half million workers. My firm alone turned out one car a minute throughout the working day. But we've got to improve on that to meet the demand of the next five years—and that means employing more workers than before the war. The industry is looking forward to the day when instead of the 1939 figure of one car to every twenty-five of the population we approach the American ratio of one in five. Think what that would mean in increased employment ! But first the industry must vault the hurdles on the course between war and peace—heavy taxation, shortage of materials and labour.

One of the great problems is the rehabilitation of Servicemen returning to the motor industry. In the background is the task of preventing two factions from forming in the factories—the men who fought in uniform, and the factory hands who earned good wages even if it sometimes meant standing up to bombing. And in the foreground are the tasks of finding houses for the "returnees," combating emotional strain born in the sudden switch from service to civil life, finding jobs for employees who joined up as office boys and return with a major's crown.

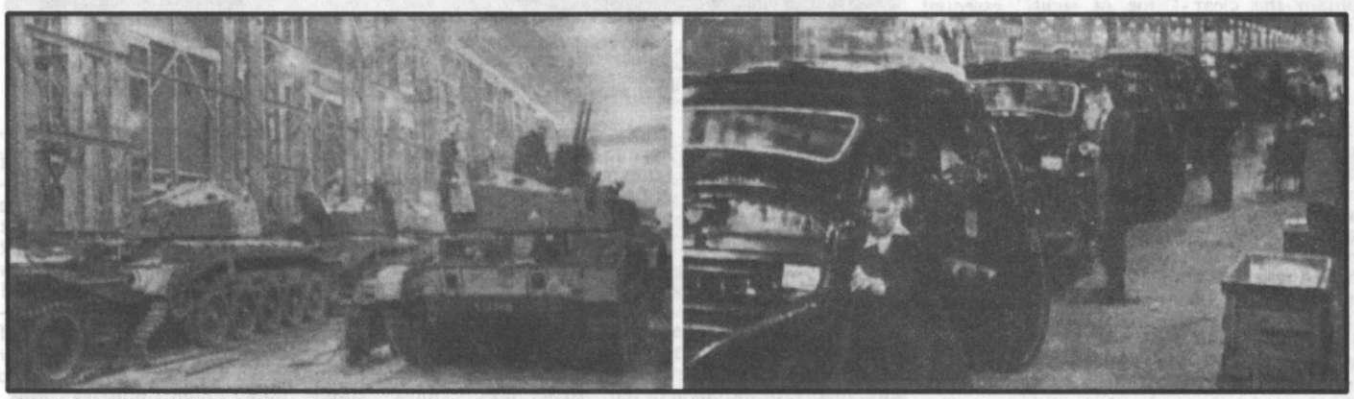
There can be no hard-and-fast rule in the allocation of jobs. Six years of engineering experience in the Services has immeasurably increased the value of some of the motor industry's returning employees. Others, six years older but lacking in six years' industrial experience, will be a charge on the motor industry until they have been trained to hold down jobs at twice the pay they earned on going into uniform.

Then there is the question of lost skill ; and even men who passed from Civil engineering to Service workshops will have acquired an engineering skill unsuited to the peculiar requirements of the motor industry. They, no less than the war-wounded returning to their old firms, and employees new to motor manufacture, will have to be trained.

All the big firms have established training centres. The Service Welfare departments and the Ministry of Labour Resettlement Advice Service are also playing their part in getting industry into its peacetime stride.

SHORTAGE of materials is another hurdle on the route from war to peace. The tire factories must accomplish the turn-over, the electric equipment plants and a dozen other industries, faced with a sudden, colossal demand, must reorganize themselves before the motor industry can answer the demand for cars. The price of steel, too, is alarmingly high ; and until it comes down competition with America will be difficult.

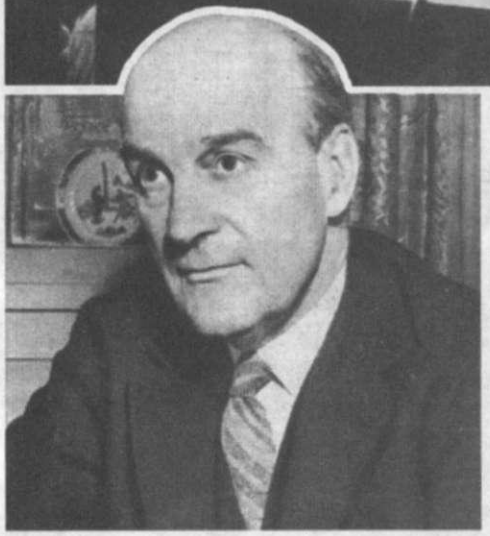
British motor manufacturers are receiving orders in every language, and from countries which have never bought British cars in bulk before. The total pre-war production was 400,000 cars a year worth £60,000,000. All being well, by late in 1946 the industry will have exported cars worth £30,000,000. This trade will help to set the home market—the foundation of the export trade—on its peacetime feet. When that is accomplished prices may be due for revision, and a demand for yet more cars will see up to a million more workers employed in the industry. We will, in short, have cast aside the caterpillar tractors of war in favour of the soft rubber tires and easy suspension of peace.



THE TANKS HAVE HAD THEIR DAY : now it is the turn of the private cars. Assembly lines at the Morris works that were busy with the war vehicles (left) but a short time ago are now concerned with cars (right), which in increasing numbers reach the packing sheds, en route for the railway sidings, the docks and ships that will deliver them all over the world to build up Britain's depleted reserves of foreign exchange. By October 1945 the production lines were more than 50 per cent concentrated on cars for export.

Photos by courtesy of Morris Motors Ltd.

The Greatest Crime Trial in World History



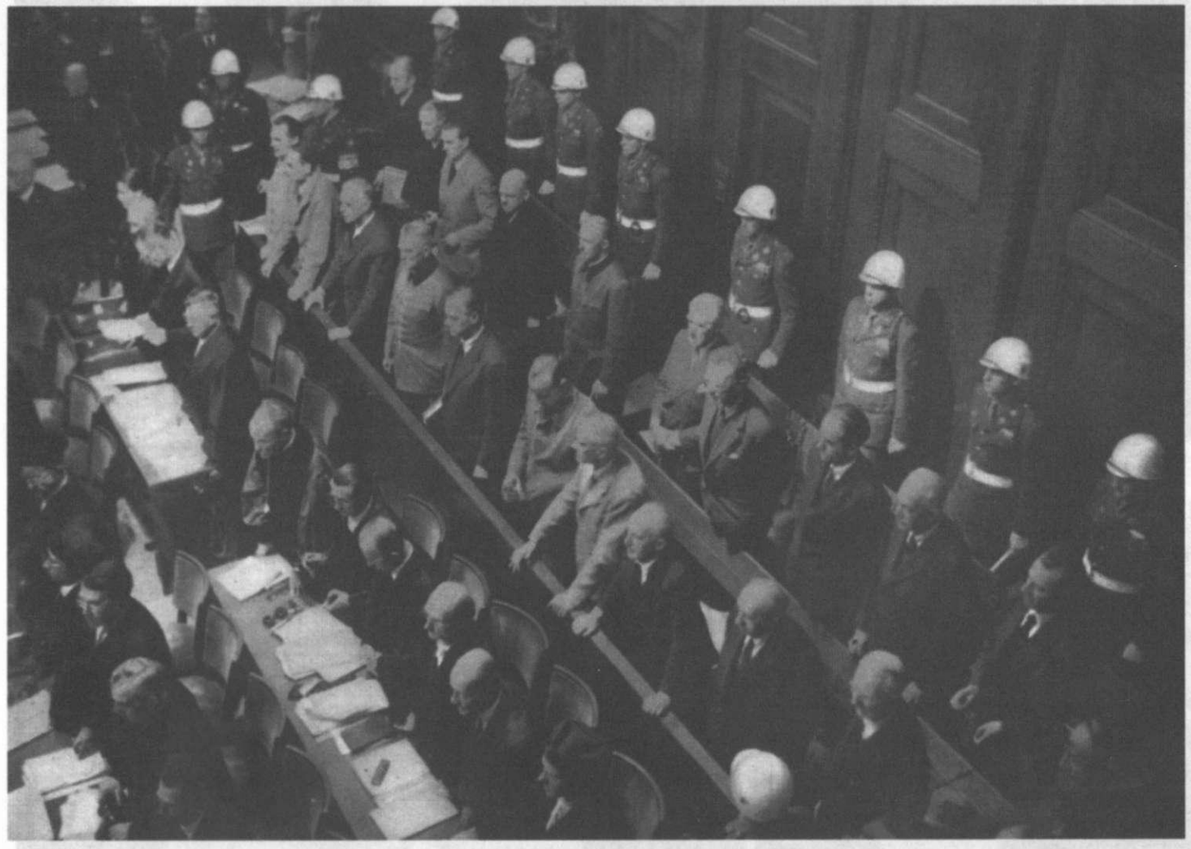
Beginning of the End for 20 Nazis

"THE trial which is now about to begin . . . is of supreme importance to millions of people all over the globe," said Lord Justice Lawrence (above), the British President of the International Tribunal, on November 20, 1945, when Germany's major war criminals entered on their public trial at Nuremberg. It opened with the reading of the indictment in four languages, by prosecuting counsel of Great Britain, U.S.A., Russia and France. On November 30 the U.S. prosecution put forward the first oral witness, Gen. Erwin Lahousen (top), formerly of German military intelligence. Sir Hartley Shawcross (right), Attorney-General, opened the British case on December 4, under Count 2 of the Indictment: "Crimes against Peace, the planning, preparation, initiation and waging of wars of aggression, in violation of international agreements."

'Gangsters, Empty Frauds, Common Thieves—

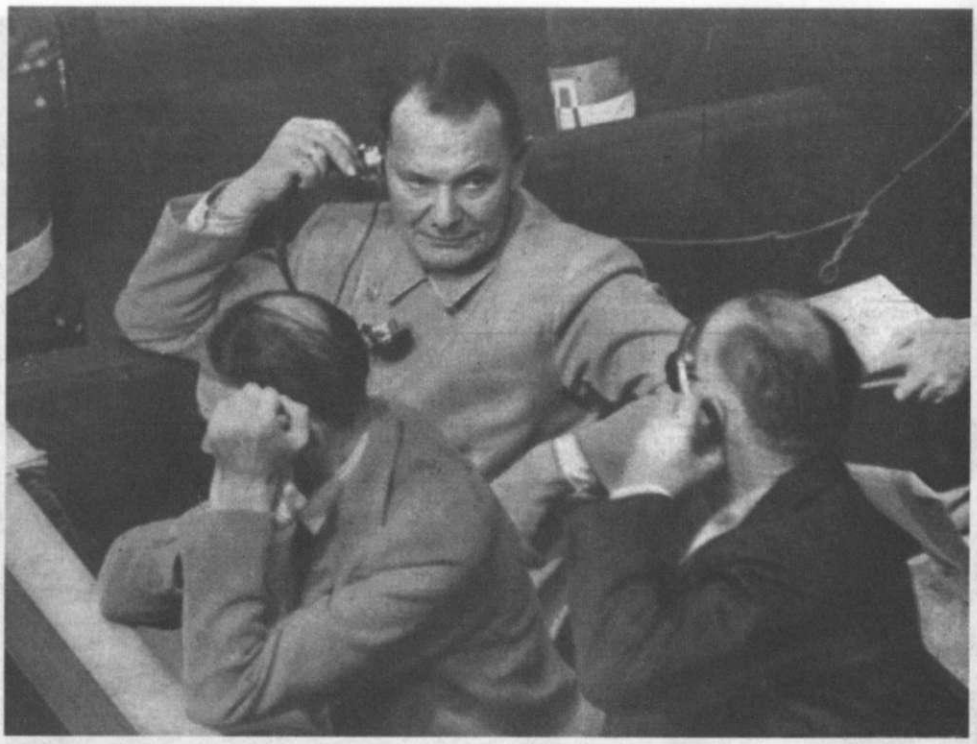
Twenty Nazi war lords in the dock (top and left) heard Sir Hartley Shawcross describe them in the words quoted above. Russian judges Maj.-Gen. Nikitchenko and M. Volchov are seen at (A). British judges Sir Norman Birkett (B) and Lord Justice Lawrence (C). U.S. prosecuting counsel Major Wallis (D). The 20 criminals are (E) Goering, Luftwaffe C.-in-C. and successor-designate to Hitler. (F) Hess, Hitler's former deputy. (G) Ribbentrop, Foreign Minister. (H) Keitel, Chief of High Command. (I) Rosenberg, chief of Nazi racial ideologists. (J) Frank, Governor-General of Poland.

Photos, Spec... Central Pre... ...l, Keystone



—and Murderers' Arraigned at Nuremberg

(K) Frick, Governor of Bohemia. (L) Streicher, chief Jew-baiter. (M) Funk, Pres. of Reichsbank. (N) Schacht, financial expert. (O) Doenitz, Naval C.-in-C. since 1943. (P) Raeder, former Naval C.-in-C. (Q) Schirach, former Hitler Youth Leader. (R) Sauckel, in charge of slave labour. (S) Jodl, Chief of Staff, Wehrmacht. (T) Papen, diplomatist. (U) Seyss-Inquart, Reichscommissar in Netherlands. (V) Speer, Armaments Minister, head of Todt organization. (W) Neurath former Protector of Bohemia. (X) Fritzsche, radio propagandist. As the judges enter the accused stand (above).



Studies in Expression in the Dock

Photos, Planet News, Associated Press

Mostly the accused sit quietly and listen intently, with set faces, through their headphones, to the recital of the flood of evidence brought against them. Goering confers with Ribbentrop (top right) behind the back of Hess; as the Court rises for lunch he stands (top left). Uneasy laughter breaks out occasionally (below) at some quip which stirs them from their usual gravity. Front row, left to right, Goering, Hess, Ribbentrop, Keitel. Back row, Doenitz, Raeder, Schirach, Sauckel.

"War Below Zero"

Reviewed by HAMILTON FYFE

I SUPPOSE I have kept up with the flow of war books as closely as anyone, yet I have just come across a description of one phase in the struggle against Nazism about which I knew almost nothing. One heard vaguely that weather reports were being sent from Greenland, occasional stories of adventure among the ice-floes filtered through the British and American censorships, rumours of new air routes from New York to London, from San Francisco to Russia and India, went round among the few people interested in such matters.

Now that I have read War Below Zero (Allen and Unwin, 7s. 6d.) I am filled with admiration for the courage and almost superhuman endurance with which American flyers and soldiers battled for what Gen. Arnold, commanding U.S. Army Air Forces, calls in his foreword "the vital far North-east." Why was it "vital"? First, because Europe's weather could be predicted from Greenland with some degree of certainty and it was immensely important to know what conditions would prevail when bombing raids were to take place and when military operations were started. The success of the invasion on D-Day may have been due, say the authors, Col. Balchen, Major Corey Ford and Major Oliver La Forge, to the fact that the Allies and not the Germans were in control of the Arctic.

Had No Idea of the Ordeals Ahead

Also, this campaign was important for the reason that Greenland was a springboard necessary to the Nazis if they decided to attack the American continent, and "a logical stop-over point in ferrying fighter planes and bombers to the U.S. Army 8th Air Force in Britain." If there were to be the thousand-plane raids on Berlin, of which there was talk already in 1941, adequate bases and landing strips in the Arctic would be essential, as well as weather stations. So it was in the summer of that year, before Pearl Harbour, six months previous to America's declaration of war, that President Roosevelt, looking ahead and feeling sure that his country must come in some time or other, sent an expedition with secret orders to establish the northernmost American air base.

A few of those who composed that small force were men who had been in the Arctic. Mostly they had never seen snow and could form no idea of what they would have to go through. They fancied Greenland was as big as Long Island or the Isle of Wight instead of being the largest island there is, almost half as wide as the United States. Even the officers in command "had little or no knowledge of what problems they would face in erecting docks, how close they could get to the site of the landing-field before unloading their construction gear, how many miles of road would have to be built."

EVERYTHING they required, literally *every thing*, had to come from the U.S., and no ships could land stores after the winter closed down. That made the men in charge serious, but the rank and file, of whom numbers came from the Southern States where winter didn't mean a thing, thought their war was going to be "a sort of Errol Flynn movie of polar bears and walrus and Northern Lights, with demure Eskimo maids in fur parkas driving teams of reindeer across the ice in the light of the Midnight Sun."

They found out their error as soon as they landed, but the authors doubt whether "the full realization of how utterly isolated we were was borne in on the men until the last ship sailed back to the States; there would not be another until next summer. Standing on the beach and watching it disappear around the bend of the fjord was worse than leaving home; it was like seeing home leave them."

Now they could "hear the silence." Now they saw the thermometer drop a few more notches every day, and had to fight down a rising panic. "It couldn't get any colder; they couldn't survive if it got any colder."

> And still the thermometer went down, the shadows lengthened, the silence drew closer, like a tightening noose.

When they went outside their quarters their rubber-lined trench coats froze stiff as a board before they could shut the door behind them. They felt their faces "wither in a matter of seconds as though they had been seared by a flame. A white dot on the forehead foretold a week of agony; a deep breath might shrivel the lungs. A little snow sifting down carelessly inside the boot-tops might mean a couple of amputated toes."

At first the men put on several woollen shirts, but they found this cut off circulation and finally came down to one, worn with "one-piece union suits of long underwear," windproof gabardine jackets, and ski-ing trousers fastened at the ankles to keep out wind. They learned, too, what food could keep them warm. They devoured with relish codfish liver and roe, seal-meat, reindeer, ptarmigan, Arctic hare. They cooked fish Eskimo-fashion, cutting it into chunks and boiling it in sea water. The diet agreed with them. They kept fit and put on weight.

ON GREENLAND'S ICY FRONT a reconnaissance patrol of U.S. coastguards set up camp—as portrayed by the official American naval artist Norman Thomas. Duties of these patrols included the "spotting" of hostile ships and aircraft.

But all day and every day they had to fight against the merciless Arctic. The climate of the ice-cap of Greenland is the worst known anywhere. Gales rage with appalling ferocity—up to 170 miles an hour. The surface of the cap is neither solid nor flat. Here it is deeply furrowed, there lakes form on it, at any moment a crevasse may open under your feet. Two planes, with their pilots, were lost in them. One day three of the Americans were just going to take a ride in a motor sledge. One knelt down to take off his snowshoes. Another took the wheel, the third was waiting to give the sledge a shove when the engine started; suddenly he went through the surface. He clutched at the sledge for a moment, trying to secure a grip with his mittened hands, then he disappeared. It happened as quickly as you have read this account of it. For two hours the other two waited, hoping against certainty. He had gone beyond recall.

FOR nearly six months the party of which these men were members was marooned on the ice-cap. They were the crew of an aircraft which had crashed and broken in half. No story-teller, not even the creator of Robinson Crusoe, has invented fiction more improbable or more interesting than the account of the way these comrades in misfortune lived through their ordeal. They had supplies dropped to them, but not regularly because of the weather. Sometimes they had plenty to eat and smoke, sometimes almost nothing. What kept them going were the letters from their homes which floated down in the parachute packages of supplies, and the knowledge that plans for their rescue were being prepared.

> The stranded men understood better than anybody what their rescuers were up against, but disappointed as they might be, as one attempt after another failed, they always learned that new ones were being made. They knew that the people on the outside would not give up trying, and they could even tell that the interest in their safety was not merely local but must reach back to headquarters and to high authority.

Every day Washington was informed of what had or had not been done to extricate them, for "they belonged to the armies of that half of the world which believes that all men are valuable and even a single human being is important. It is hardly probable that in the full tide of war any of the Axis nations would have so joined their forces for the saving of a few lives." Nor does it seem likely to me that many groups of a few men cooped up together for so long a time, would have "never ceased liking one another" and, when they came out of their exile, "still enjoyed each other's company."

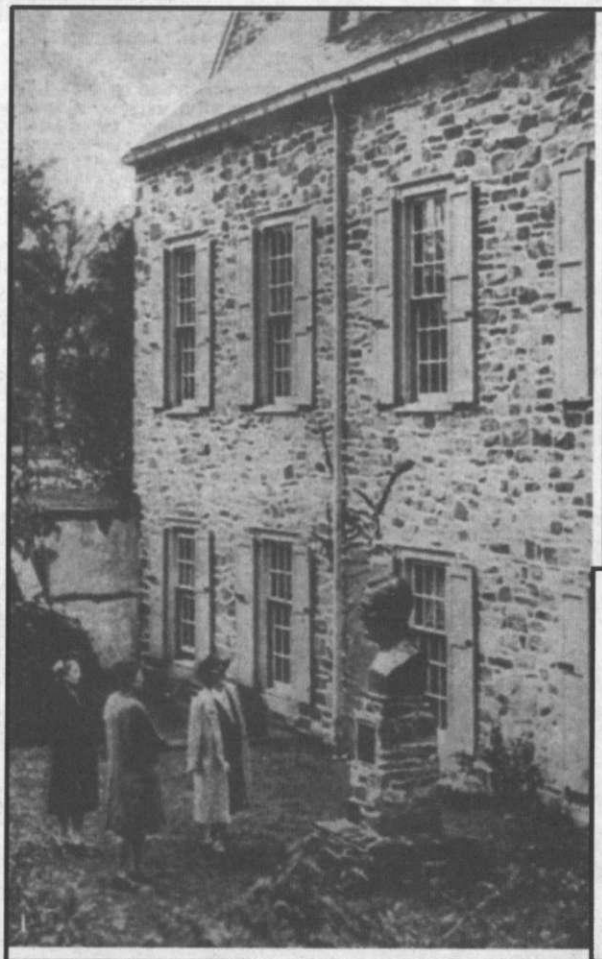
One worry the nine men at headquarters had to contend with was not knowing whether their meteorological reports went through. It was "heart-breakingly difficult."

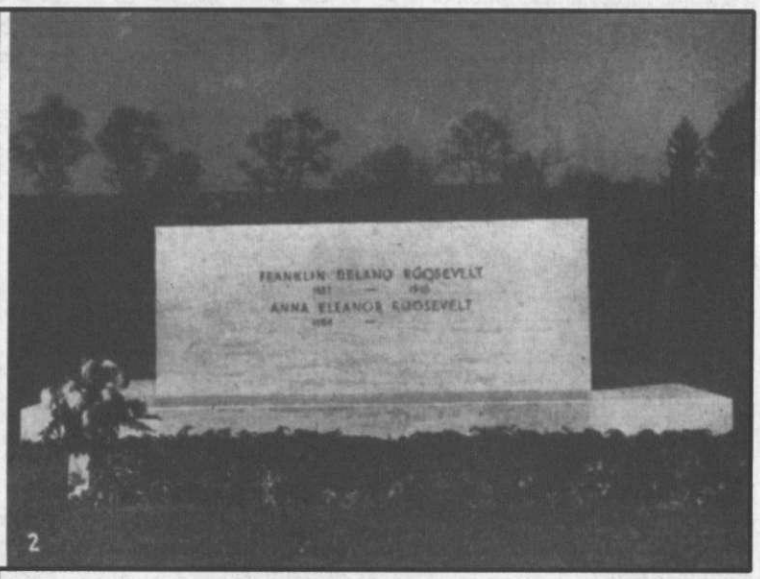
> As soon as they repaired their instruments after one devastating storm another blizzard would strike, knocking down the vanes and blowing the anemometer (wind-measuring) cups to a frozen Kingdom Come.

"Strained and empty" their life became as the months passed; it was mostly waiting and they had very little to help them through it. When a Norwegian-American colonel who knew the Arctic was sent to inspect them, he took one look at them and radioed back a message of six words: Get these guys out of here

They were rescued, and as soon as they lined up before their C.O. at base headquarters their misgivings about "the whole nine months having been a total flop" were blown away. Their weather reports had been received regularly every day. "I tell you this, fellows," said the C.O., "you got weather for me which no one else has ever been able to get." He thanked them, too, for what they had learned, learned in "the hard way," about cold-weather equipment, about Arctic tents, clothing, machinery; this would "make it a lot easier for all American soldiers stationed in northern regions."

Remembering Roosevelt: at Hyde Park, U.S.A.





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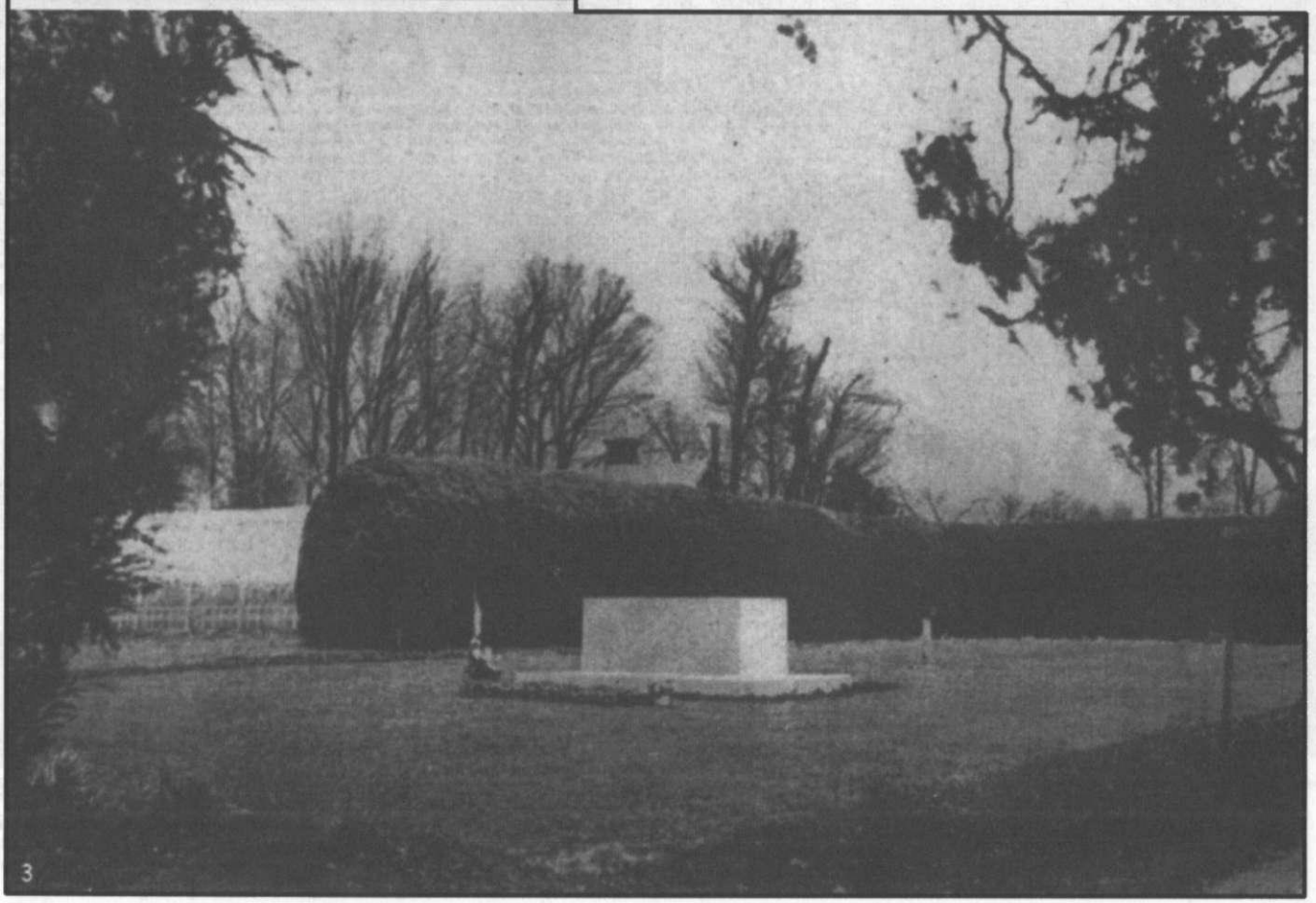
NOW A NATIONAL MONUMENT OF AMERICA, Hyde Park, thirty miles from New York city, was the birthplace and last resting-place of Franklin Delano Roosevelt, 31st President of the United States, who died on April 12, 1945 (see pages 12 and 13). Here, in a rose garden enclosed by a high hedge of hemlock spruce (photographs 2 and 3), lie the mortal remains of "F.D.R.," beneath an unadorned monument of white marble weighing 15 tons, 4 ft. wide and 3 ft. high, in accordance with his own instructions. On January 3, 1944, President Roosevelt and his wife had presented the house and its thirty-three acres to the American nation.

Though the formal dedication will probably not take place till the spring of 1946, visitors can inspect the Memorial Library in front of which stands Walter Russell's striking bronze bust of the dead President (1). One room in the Library is not for show—that in which Roosevelt used to work, surrounded by his souvenirs and ship-models, at a desk which once was President Wilson's. In this room, too, "F.D.R." was accustomed to relax before a blazing log fire, smoking his cigarette in the long holder. Among many famous visitors to Hyde Park in the past have been King George VI and Queen Elizabeth, Mr. Churchill, Mr. Mackenzie King and Mme. Chiang Kai-shek.

PAGE 564

Photos, New York Times Photos



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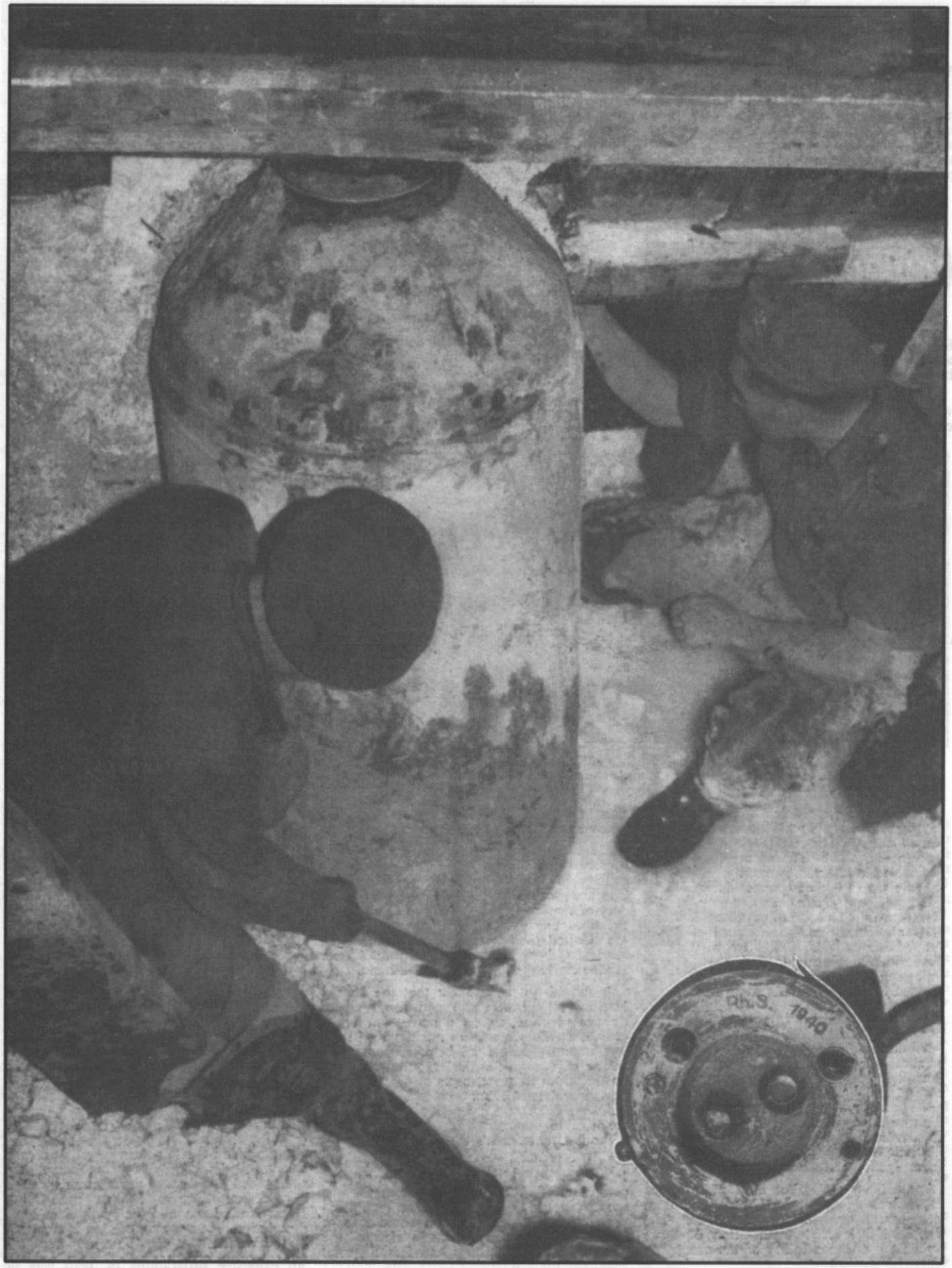
200 Days' Tussle With Croydon's Giant Bomb



"HERMANN," THE 4,000-lb. LUFTWAFFE BOMB, which buried itself over 40 ft. deep in a Croydon, Surrey, timber yard on January 11, 1941, was finally rendered harmless and removed on December 17, 1945. A bomb disposal squad of 26 sappers of the Royal Engineers completed the task in 200 days, earlier efforts being hampered by an underground stream. During the last stages over a hundred local residents were evacuated. At the bottom of the shaft sunk to find it, two of the sappers are here digging around the bomb. Inset is part of the fuse. PAGE 565 *Photos, Associated Press*

How Much Has U.N.R.R.A. Actually Achieved?

This brief summing-up, exclusive to "The War Illustrated," of the work of the United Nations Relief and Rehabilitation Administration (to the end of 1945) reveals that though the task in Europe is still tremendous much has been accomplished. Our Correspondent also indicates the work awaiting attention in the Far East. See facing page and pages 46, 659, Vol. 8.

WHEN war ended, more than sixty million people all over the world were left completely stranded—miles from their original homes, without money, resources or sufficient clothing, many with no shelter of any kind, most of them suffering from various diseases caused in part by malnutrition.

Homeless slave labourers and concentration camp victims in Germany numbered 11,000,000. In other European countries 7,500,000 displaced persons were wandering about. The situation in the Far East is still more appalling: at least 43,000,000 terrorized men, women and children left their homes in the Chinese coastal towns and fled from the Japanese to lead a nomadic, hand-to-mouth existence.

Supplies of food, clothing and medicine, when the war ended, were so scarce in all countries where fighting had taken place that thousands were dying daily. This was the stark aftermath which everywhere confronted the victorious Allies. What could they do about it? The 44 members of the United Nations acted promptly, effectively, and in a staggeringly big way. November 9, 1945, was the second anniversary of the establishment of a kind of world bank whose assets are chiefly a gigantic pool of goods and facilities. It is staffed by what is, in effect, an international civil service now employing 2,300 people, the majority of whom, by the way, do not wear uniform.

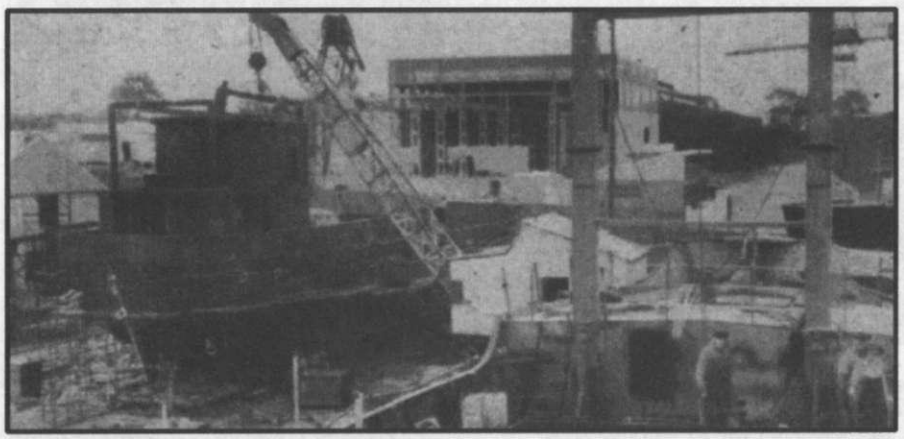
HEADQUARTERS of this vast organization, called the United Nations Relief and Rehabilitation Administration—U.N.R.R.A. for short—is in Washington, with Director-General Herbert H. Lehman at its head (see portrait, page 46, Vol. 8). His right-hand man is an Australian, Commander Jackson, who was in charge of supplies at Malta during the darkest days of that plucky island. U.N.R.R.A. has regional offices in London, Cairo, Sydney and Chungking.

Apart from caring for displaced persons and controlling epidemics, U.N.R.R.A. does not operate in ex-enemy countries. The relief and internal reorganization of those countries is a responsibility of the occupying military authorities.

This leaves Greece, Yugoslavia, Czechoslovakia, Albania and Poland as the main territories for U.N.R.R.A.'s attention and into which about 4,000,000 tons of urgently needed supplies, to the value of about £250,000,000, had been poured by the end of the year 1945. Italy, although an ex-enemy country, has been treated as a special case, and U.N.R.R.A. is providing there a £12,000,000 programme of help specifically for mothers and children. By the end of 1945 supplies worth £61,000,000 had gone to Greece, £62,000,000 to Yugoslavia (see page 152) and £68,000,000 to Poland.

British Rations are Not Affected

At nearly every European port in non-enemy countries the U.N.R.R.A. army can be seen busily at work. Typical, for instance, was the scene at the Dalmatian ports in October 1945. In the first 20 days of the month 18 U.N.R.R.A. ships delivered 2,000 mules purchased from British and U.S.A. armies, 262 tractors, 2,720 tons of clothes and footwear, and large quantities of petrol and fertilizers. Except in a few instances, U.N.R.R.A. does not distribute the supplies thus imported. That job is generally undertaken by the countries receiving aid.



AID FOR CHINA includes prefabricated fishing vessels, some of which are seen under construction at the Commonwealth Government's shipbuilding establishment at Rhodes, near Sydney, New South Wales. Built expressly at U.N.R.R.A.'s request, they will materially assist China to recover a valued industry. *Photo, Planet News*

Does the feeding and clothing of these impoverished countries mean that our rations in Britain suffer in consequence? The answer is No. Only a negligibly small part of the food sent to Europe comes from Britain. The bulk of it is sent direct from the United States, Canada, Brazil, Peru, Australia, New Zealand and South Africa. All the clothing supplied is second-hand.

It should not be thought that the United Nations intend to equip and supply these devastated countries on a permanent basis. U.N.R.R.A.'s object is to put them on their feet and to promote self-help. About nine-tenths of these countries' requirements are coming from local resources or are being imported by them without outside help. France, Norway, Belgium, Luxembourg and Holland are able to manage their own relief affairs without U.N.R.R.A.'s assistance.

In the House of Commons on November 16, Mr. Noel Baker stated that roughly 65 per cent of U.N.R.R.A.'s resources was spent on relief and 35 per cent on rehabilitation, but in 1946 rehabilitation would account for rather more than half. In view of the fact that the organization had less financial resources than were required for its vast task—a task incomparably greater in difficulty and scale than anything attempted or discussed before—Mr. Noel Baker said that the Government intended to ask Parliament to increase the British contribution by a second 1 per cent of a year's national income.

U.N.R.R.A.'s most troublesome problem has been, and still is, the huge number of displaced persons in Europe. How to sort out, care for and repatriate all these homeless people has been solved by the creation of nearly 400 teams of special workers in Germany. A team is usually formed of thirteen people, consisting of a director who is British or American, a doctor, nurse, welfare officer and other helpers. British and other recruits for this work were given intensive training at a school at Reading (see illus. page 659, Vol. 8). These D.P. teams in Germany comprise nearly 6,000 trained and untrained workers. It was estimated that by the end of 1945 some £28,000,000 would have been spent on this branch of U.N.R.R.A. services.

ALL over the British, U.S. and French zones in Germany the teams have established camps for dealing with displaced persons. Old Nazi army barracks are being widely used as premises; here the refugees are temporarily housed, properly clothed, deloused if necessary, fed and given any medical attention required until transportation arrangements can be made for return to their own countries. Any who are seriously ill are sent to the numerous U.N.R.R.A. hospitals. One of the most famous of these, which contains 550 beds and deals with all kinds of medical, surgical, maternity, T.B. and infectious diseases, was set up at Belsen by Brigadier Glyn Hughes, the first Allied doctor to reach this black spot of Nazidom in the spring of 1945.

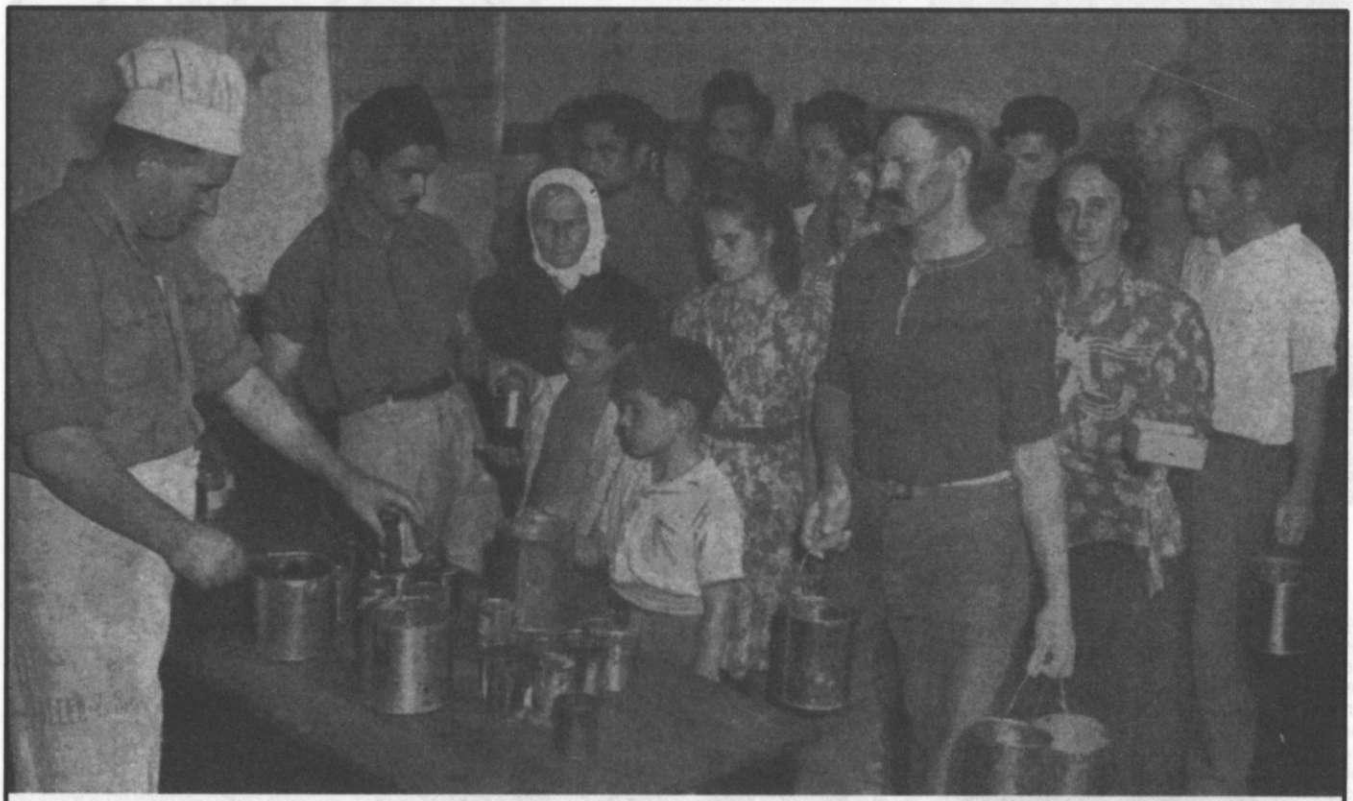
Rescue of the Destitute Children

Most praiseworthy and most heartrending of U.N.R.R.A.'s manifold activities is the rescue and care of the millions of destitute children in Europe. It is estimated, for example, that in Poland alone there are more than 7,000,000 children all suffering from varying degrees of malnutrition, and many of whom not only have lost their parents but cannot remember ever having a proper home. Thousands of these starving orphans have passed through U.N.R.R.A.'s special depot at Warsaw. More than 10,000 have been sent to recuperate at centres in Sweden. Here is the account of an eye witness of the scene at the Warsaw depot:

> Two rooms were piled high with clothes brought in by U.N.R.R.A. from the West, and here the children exchanged their tattered filthy rags for decent apparel. The children were undressed in a very short time, for they had little to remove—perhaps a worn-out dress or remnants of a pair of trousers. The dressing took longer, as they had to be fitted up with clothes that would withstand the winter's cold. The whole operation had a noisy gaiety, for the arrival of U.N.R.R.A. supplies and clothes seemed like the coming of Father Christmas.

OFFICIALS of U.N.R.R.A. consider that the most formidable task still awaiting their attention is in the Far East, where at present emergency work only is being done. The widespread hunger and devastation throughout China, Borneo, French Indo-China, Netherlands India and the Philippines baffle description. At a recent meeting in Australia of the U.N.R.R.A. Far Eastern committee, an extensive programme of help was decided upon—China alone is to have some £150,000,000 worth and the first vital supplies are arriving.

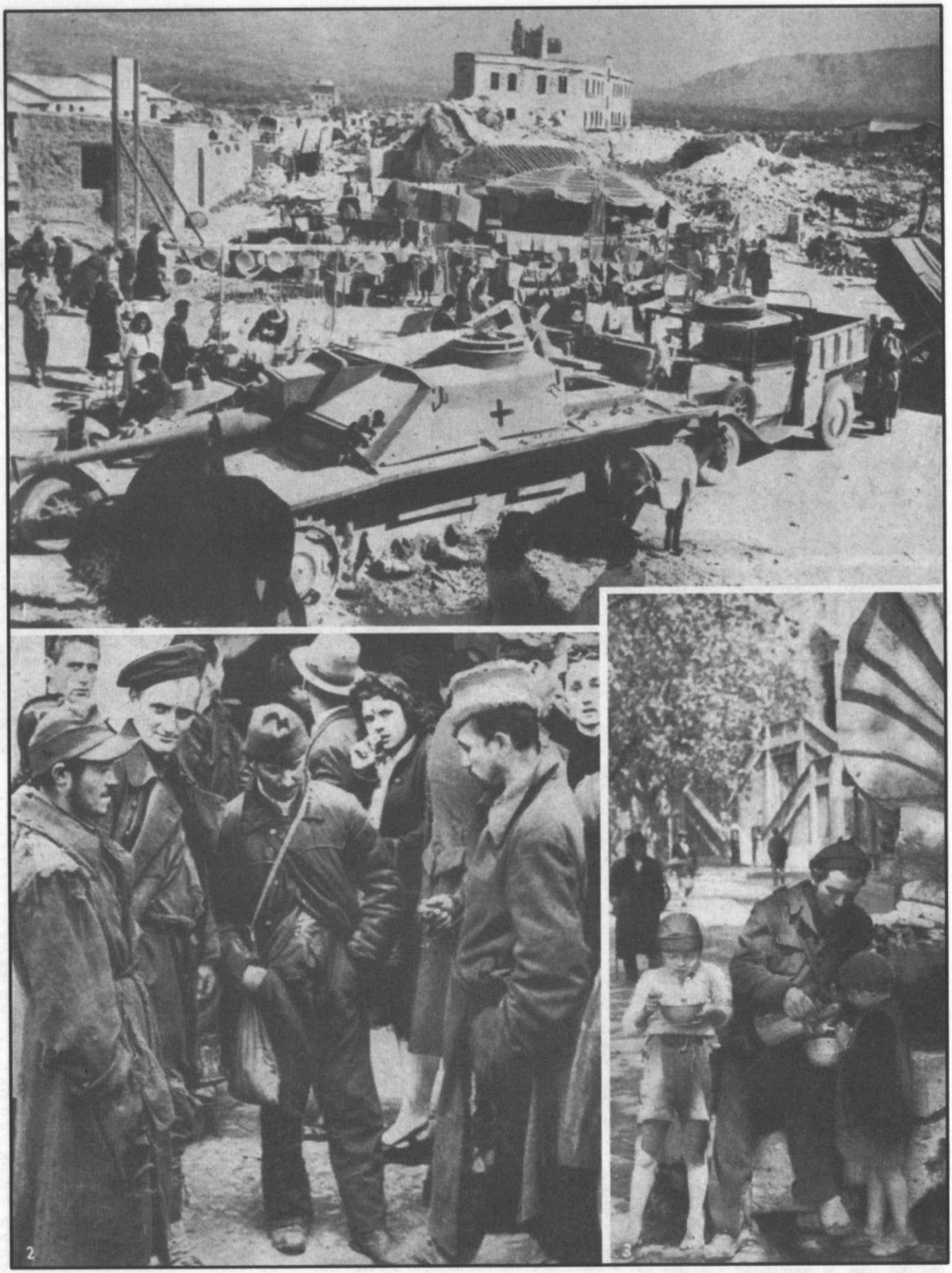
Starvation Threat Staved Off in Southern Italy



AT AN U.N.R.R.A. CAMP at Santa Maria di Leuca (top) in southern Italy, refugees of various races, including Greeks, Yugoslavs, and Albanians—besides the Italians themselves—were being saved from starvation in late 1945. In the hospital (above), doctors and nurses make a thorough examination of sick child-refugees. On October 22, 1945, U.N.R.R.A. estimated that £150,000 000 would be needed to feed and supply Italy during 1946, of which £112,000,000 would be handled by U.N.R.R.A. See also facing page.

Official U.N.R.R.A. photographs by G. D. Boria

Mussolini's Shame Still Haunts Rome's Byways



IN WHAT WAS ONCE CASSINO'S MAIN THOROUGHFARE traders had begun selling their wares in the open (1) towards the end of 1945, a broken-down Nazi tank in their midst. Most of the rubble had been cleared and a housing area erected a short distance from the shattered town (see illus. page 727, Vol. 8). Striking examples of Italy's ignominy were ragged P.O.W. returned from Russia (2), formerly the flower of Mussolini's vaunted cohorts. Wearing an old army tunic a beggar in Rome (3) shares a meagre meal with his children.

Photos, Keystone

I Was There!

Eye Witness Stories of the War and After

Hitler's Ex-Soldiers Cold-Shouldered in Berlin

The pitiful condition of the men who fought for Germany evokes no scrap of sympathy from the civilians, writes Stanley Nash in The Star. He has recently returned from a visit to one of the centres in Berlin where the British tend these broken men before sending them home (see also page 555).

THE attitude of the Berlin people, particularly the women, to the crippled, ailing and ill-nourished German soldiers now streaming from the East is puzzling British soldiers. Many of these white-faced men struggling along on crutches or dragging weary feet wrapped in sacking must have left this city with good wishes showered on them by civilian friends.

How bitter has been their disillusionment on returning. No German hand is extended to them in friendship, no kindly glance cast at them by their fellow countrymen. Girls wrapped in their thick coats avert their faces when they pass these human wrecks on the pavement. This studied indifference to the sufferings of the menfolk who fought for them is so obvious that all visitors notice it.

I have just been to one of the collection centres in Berlin where the British house, feed and give medical attention to these broken men before dispersing them to their homes. It was not a pretty sight. Many of the men are dying when they reach the centre. They just shamble in, bent and spiritless, with faces from which suffering has wiped every expression but that of hopeless misery. German girl clerks take particulars of each man with indifference.

Standing at the gate of this camp were two frauleins, aged about twenty. Both were fairly well dressed, and they appeared to be directing their charm on busy, unresponsive British soldiers in the barbed wire compound. I did not see them bestow one sympathetic glance on the men in field-grey uniform.

Some of the men are as bad as the women. I saw one well-dressed fellow deliberately turn his back on a crippled German soldier who had merely asked him for directions. "Personally," said a British officer to me, "I have no use for Hitler's ex-soldiers, but one must admit that most of them fought very hard for Germany, and it is odd that they should be accorded this treatment by their own civilians."

It may be that civilians have wished to impress the Allies by cold-shouldering the men who fought for Hitler. If so it is an inhuman method of currying favour. Or it may be that the Berliners, short of food and fuel, can think only of themselves.

MEDICAL EXAMINATION of German ex-soldiers homeward-bound through British control-points is thorough. Many have foot and leg complaints, having tramped great distances. *Photo, The Daily Mirror*

I Escaped from the Terror of a Java Jungle

A grimly fantastic adventure of the Java campaign concerns three Englishmen, who were on an errand of mercy to inspect hospitals and stores at Benkolen. Only one survived—with ten wounds, after a terrible ordeal. Here is the dramatic story by Capt. J. W. Smith, R.A., as told to Lady Louis Mountbatten, Superintendent-in-Chief of St. John Ambulance.

WE ran into a large road block, with about 100 natives gathered round it. I pulled up, and Mr. Treveroe stepped out to talk to the natives. Captain Mockler opened his door and left the car. Then he turned back, presumably to pick up cigarettes. The first indication I had that anything was wrong was when the doctor suddenly yelled, "Oh, gee!"

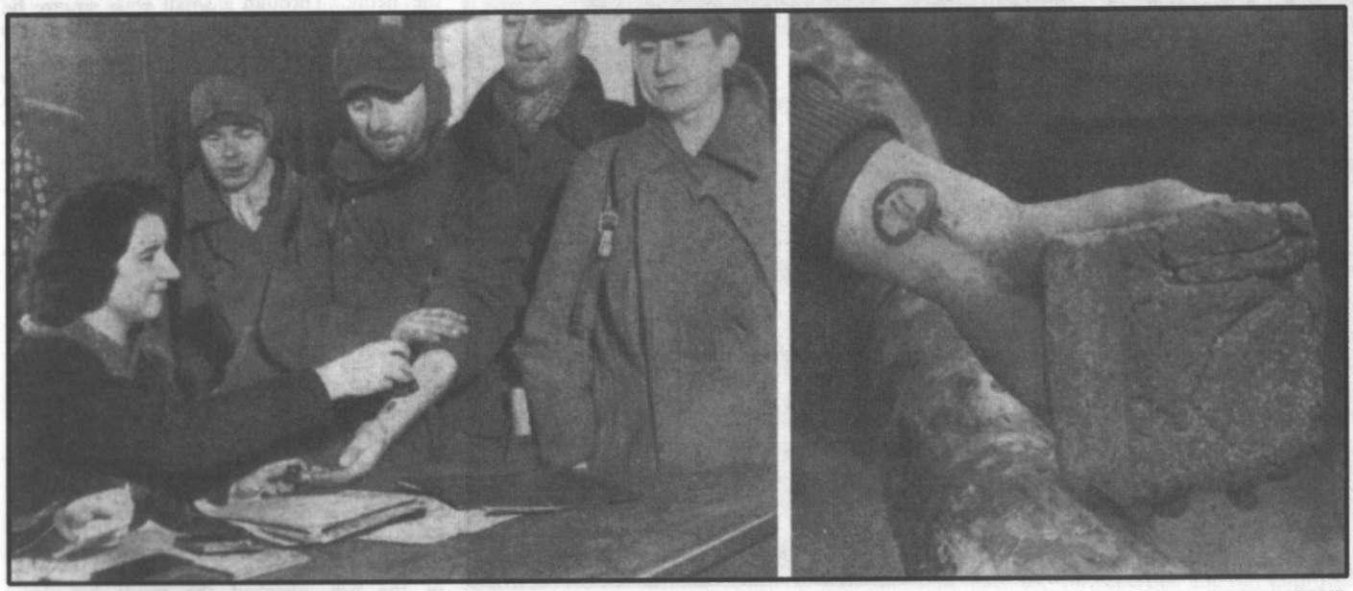
I saw him turn away from the car. A spear was stuck in his back! As I grabbed my gun I felt a searing pain. A knife had cut my thumb to the bone. I dropped my gun. I fought my way through the spears and left the car by the near-side door. As I left the car the doctor went down—the natives still stabbing him. He was dead. I fought my way round to the front of the car, where Treveroe was making a gallant stand. By the time I reached him he, too, was dead.

I was completely ringed with spears. It was ironical. I was close to the natives, but their bristling spears and knives were so densely packed they were useless. Desperation gave me strength. I hit out where I could and, in the confusion, managed to break through.

Ahead of me was the sea—my sanctuary. I splashed into it for about 70 yards, until the water came up to my chin. The water swayed me—comfortingly. The natives gathered menacingly on the shore and little fountains plopped around me as bullets spurted into the water. The natives were using my head as a target for my gun. For ten hectic minutes I remained there—undecided whether to swim to Benkolen or return in case the doctor was still alive. By now the natives seemed calmer, so I risked coming out.

I WAS at once seized. My arms were bound, I was stripped of all personal goods, and led up the road to where the fighting had broken out. The bodies of Captain Mockler and Mr. Treveroe lay huddled, naked. Once more I was ringed by threatening spears. Excited chattering subsided to a hush as the leader advanced. With his ugly face an inch or so from mine, he shouted, "Nica!" (Netherlands Indies Civil Administration). This was a sign for the rest to howl in chorus.

A car approached from the direction of Benkolen. A native, who seemed to have some authority, approached me. I asked him to free my hands and take me back to



RUBBER-STAMPING GERMAN SOLDIERS returning home through a British control point in Berlin is performed (left) by a German girl conscripted for the purpose. On entering, each is closely scrutinized if his papers are in order, he is stamped on the wrist so that at the next control point only a glance from the examining officer is required. All are deloused, fed, accommodated while awaiting transport home, and (right) given a loaf for the journey. See also illus page 555.

Photo, Keystone, The Daily Mirror

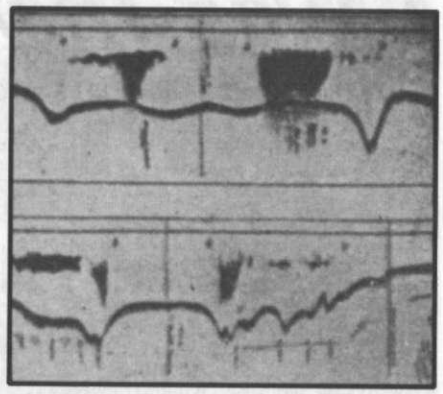
Benkolen to the so-called Indonesian Resident Tjaija. He gave no reply, but walked on to where the leader of the gang was standing.

He pointed to the bodies and then to me, then came back. I again asked him to release me. His reply was to point to the bodies and say : " This must be kept quiet." I answered : " You are a bigger fool than you look ! " He went. The gang then led me back to the beach, and the remainder of the rope tying my hands, 20 ft. long, was wrapped several times round me to ensure that I was securely bound. Luckily they bound only the upper part of my body, and by straining against the ropes I managed to keep it reasonably slack.

To my horror, others began to dig a hole. It was to be my grave. Then a native tightened his grip on a vicious-looking sword and walked stealthily towards me. For the second time within an hour it was a case of now or never. So I bowled the native holding the rope into the nearest spearman, and dashed into the sea. This time I did not hesitate, but freed of rope and clothes, started swimming to Benkolen, two miles away.

Almost halfway I noticed an outrigger coming in my direction. I swam under water for as long as possible three times, and the last time I surfaced I came up under the bows of a second boat, of whose approach I was unaware. In it were two Indonesian policemen, who invited me on board.

I was dubious of their intentions and insisted on hanging on to the outrigging only. They seemed harmless on closer inspection, and eventually I climbed on to the stern of the boat. They invited me to the middle, but I refused. I insisted they should take me to Benkolen, which they agreed to do. I was handed over to the Indonesian Commissioner of Police, and was found to have no fewer than ten wounds. They dressed them and made me comfortable—at last.



HERRING AHOY! Dark patches on the graph—above the contour of the sea bed—indicate herring shoals as detected by the Asdic apparatus. See story below.
Photo, The News Chronicle

I Met 'Pistol Packin' Momma' at Nuremberg

Highly unconventional in our eyes are the ways of Russian men and women in attendance at the great trial of Nazi war criminals. Sidelights on the courthouse scene and about the Palace of Justice are presented by Bernard Murphy in this pen-picture from The Star. See also illus. pages 559-562.

FROM plush-covered seat No. 164 I have watched the trial of the 20 Nazi leaders since it started. There is so much to see—the court is so big that you need opera glasses—so many sensational revelations to hear as they come in the tense breathless voice of a girl interpreter to your earphones that after a day at Nuremberg you feel worn out.

In front of me sits Natasha. I tried to talk to her during the luncheon recess today, but Natasha only knows one word of English—"No !" Natasha is very beautiful and I find her much more interesting to watch than fidgeting Hess or note-scribbling Hermann. She is a Russian girl soldier with fair hair and big blue eyes, and somehow she gives the impression of packing an awful wallop.

On the breast of her grey smock-like tunic is a medal ribbon from which hangs a big silver decoration for valour. Below her neat blue skirt, silk stockinged legs disappear abruptly into black top boots. Olga, another Russian girl, frightens me even more. From her belt hangs a large size automatic pistol. We have given her the nickname of " Pistol Packin' Momma."

The Russians have been rather reluctant to part with their guns. When they arrived here all the men carried pistols at their waist. In the cloakroom adjoining their sleeping quarters in an American mess, an orderly discovered rows of loaded tommy guns. Their hosts have now explained that guns are not the thing in the dining-room and they now park them on social occasions.

After a morning listening to the daily race of words I rub my ears, crushed by the earphones, put down the three-ply wooden board on which I write and stagger off to join the yards-long queue which is forming at the luncheon cafeteria.

Here a loudspeaker vibrates with the accents of Coney Island as some swoon crooner attacks our already over-sensitive ears with a torch song. As we shuffle forward to collect our tin trays of meat, sweet corn, potatoes, ice cream and jam my neighbour in the queue sums things thus: "To think it's Goering who's supposed to be on trial!"

Chasing Fish With the Navy's Underwater 'Ear'

Scientists are experimenting with the Asdic set (which helped to defeat the U-boats) with the object of simplifying the search for herring shoals. Success may revolutionize fishing. This account, from The News Chronicle, is by Vernon Brown, who went with the research trawler H.M.S. Veleta.

NIGHT in the North Sea. Two duffle-coated figures stand in the wheelhouse. Both wear earphones. A R.N.V.R. lieutenant fiddles with a knob on top of a metal box. It is cold, dreary and monotonous. Like hunting U-boats in the old days. Then, suddenly, there is a change in the atmosphere.

Ping—ping—ping. The sound comes in increasing volume into the earphones. The young lieutenant gives an order to the coxswain. Slowly the big trawler swings on a new course, forges on towards its quarry. This time it is not a U-boat. We are chasing the herring shoals under the sea. Someone crosses to a second shining metal box abaft the helm. Through a small glass square he looks at a needle making an automatic graph on a moving ribbon of paper.

At a sign from his uplifted hand the throb of the trawler's engines stops. The ship is over the herring shoal. The men in duffle-coats take off their headphones and congratulate themselves. They are scientists of the Ministry of Agriculture and Fisheries—Dr. C. W. Hodgson, chief of the Fisheries laboratory staff at Lowestoft, and Dr. H. Wood, of Aberdeen, representative of the Scottish Home Department.

THEIR earphones had been attached to an Asdic set—the Navy's underwater "ear," victor of the U-boats ; the box behind the wheel was an echo-sounder depth recorder used in navigation. Between these inventions they are developing a new technique in the search for the elusive herring. The Asdic—still on the secret list—had given them the direction. Steaming to its echo they had reached the centre of the shoal. The depth recorder, sending down sound impulses, had revealed the depth and density of the herrings.

Look-outs on deck, experienced in the ways of the fish, checked the result by visual observation. The little drama in the wheelhouse has been played out on board this research trawler several times during the week.

LISTENING FOR HERRING in the wheelhouse of the specially equipped Fisheries Research trawler H.M.S. Veleta, in December 1945, was the unusual task of Dr. C. W. Hodgson (left) and Dr. H. Wood, two British Government scientists, as told on the right. The new radio-technique for tracing shoals of fish is in process of development.

Photo, The News Chronicle

The experiments are still in their initial stages, and final conclusions must be awaited.

Despite this, however, there are good hopes that before long, when the herring harvest moon is up and the silver shoals make their phosphorescent glow, British fishermen may be able to make the biggest catches in the history of the industry. Fishing in the form we have known it for centuries may be scrapped. Fishermen's "hunches" will become a thing of the past. Special instrument ships will guide the drifters to the shoals.

"The results, so far, have been encouraging," Dr. Hodgson told me, "but it will be some time before we shall be able to make a definite statement. Our first task is to make certain that the Asdic can be relied upon in a variety of circumstances, including changes in sea temperature, to detect the shoals. All danger of coincidence must be ruled out."

There have been impressive incidents in the first few tests. The Veleta went to sea with the drifter fleet and, as a beginning, the Asdic was ranged along the drift nets. The pings told the scientists where the biggest catches had been made. Fishermen and scientists waited with some anxiety for the nets to be drawn in to see whether the instruments were right. They were.

"If this new technique develops," one Lowestoft skipper told me, "it will change the whole order of fishing. Location of shoals by Asdic would cut out wasted days and might mean cheaper fish."

The Vampire Screamed Over Our Flight Deck

When Lieut.-Cmdr. Eric Melrose Brown, chief Naval test pilot, landed the 540 m.p.h. jet aircraft Vampire aboard the aircraft carrier H.M.S. Ocean, on Dec. 4, 1945, he added another chapter to the history of flying. This dispatch is from the official Naval reporter aboard the Ocean. See also page 573.

THIS is the first time that a purely jet-propelled aircraft has been landed on a carrier. The Ocean was steaming off the Isle of Wight, rolling and pitching in a heavy ground swell, when a loudspeaker announcement was made that the pilot had been ordered to remain at Ford airfield, Sussex, until conditions were more favourable.

A minute later the Vampire screamed over the flight deck, made a roll and streaked away to circle the ship. The carrier's decks were immediately cleared and she turned into the wind. Brown brought his plane directly astern and came in at 95 miles an hour to make a perfect landing, picking up the first arrester wire and stopping in 100 ft. Taking off, the pilot was airborne in half the length of the flight deck. He completed three more faultless landings and take-offs.

One of the first to congratulate Brown was Vice-Admiral Sir Denis Boyd, Admiral (Air), who said that the landing of the Vampire is a natural development of the firm intention of the Royal Navy to arm itself with the finest aircraft in the world, capable of meeting on equal terms any shore-based planes. Mr. A. Woodburn, Parliamentary Secretary to the Ministry of Aircraft Production, arrived aboard the carrier in a Firefly aircraft and saw the trials. A De Havilland team of experts, headed by the chief designer, Mr. R. E. Bishop, were also on board.

Lieut.-Cmdr. Brown—"Winkle" to his Naval Air Arm friends—is 24, and a native of Edinburgh. Having some experience as a pilot, he joined the service in December 1939 as a leading airman, and now has 3,000 flying hours to his credit. He won his D.S.C. in 1942 "for bravery and skill in action against enemy aircraft and in the protection of a convoy against heavy and sustained enemy attacks." In May 1944 he was awarded the M.B.E. for being the first pilot to land a high-performance twin-engined aircraft on the deck of a carrier. The machine was a Mosquito. Later he became the first pilot to land the high-speed Hornet on an aircraft carrier. He has been on flying duties at the Royal Aircraft Establishment, Farnborough, Hants, since 1944.

The prototype Vampire used for these trials is powered by a Goblin II jet unit rated at 3,000 lb. static thrust, which gives her a top speed of 540 miles an hour at 20,000 ft. She is claimed to be the fastest operational fighter in the world. Her landing approach speed is 95 m.p.h. and her rate of climb 4,700 ft. per minute.

THE machine that made today's attempt carried 200 gallons of fuel, giving her a range at economical cruising speed of about 500 miles. Ceiling is given as 48,000 ft. The Vampire has a wing span of 40 ft. There are two air intakes, one each side of the short streamlined fuselage. The exhaust is at the far end of the fuselage, leaving a fair clearance between the outlet and the tail assembly across the two booms.

She has a squat appearance—her height is only just over nine ft. The tricycle undercarriage is formed by two wheels under the wings and one beneath the projecting nose of the fuselage. The 14,000-ton light carrier H.M.S. Ocean is one of the newest additions to the Fleet, having been completed only a few months ago; she has a speed of 20 knots and is 695 ft long.

"BATTING-IN" the first jet-propelled aircraft to land on a carrier (as told here) was the task of Lt. J. T. Pratt, R.N.V.R.
Photo, Charles E. Brown

We Stoked an Escape Ship from Singapore

With an A.C.2 at the helm, 50 R.A.F. men stoked the coaster Ipoh, of 1,200 tons, carrying 500 passengers, from Singapore to Java during the evacuation of 1942, after her side had been badly holed by bomb splinters. The story, only recently told, is by Aircraftman Victor Mansell, the Ipoh's quartermaster on the memorable trip.

SHE wasn't seaworthy, and couldn't carry any ballast because she would have settled in the water below the damage to the sides. But there wasn't time to worry about that. I met six sailors waiting by the ship. There was a great mountain of coal to be loaded. And they said that when she bunkered we would be able to sail. We got that organized. There were two ex-skippers aboard who looked after the navigation. And the second engineer of the Singapore gasworks showed the boys how to stoke.

Of the 500 airmen aboard, between 40 and 50 went into the stokehold, and the rest carried on with their job on the ship. The cooks went into the galley. Medical orderlies looked after the hygiene. And the rest tried to clean the ship up after the coaling. The airmen stokers worked energetically. But on account of their inexperience the Ipoh was only making four and a half knots for the first twenty-four hours. Later on, when they learned the knack under the guidance of an old hand, they sent her along at ten and half knots, with steam to spare.

Every quarter of an hour throughout the trip the Captain had to move the passengers from one side of the ship to the other in order to right her. After we'd been at sea for two days, we caught up with four tankers and a coaster. Then a British cruiser came up, looked us over, and went on her way. Right after that, the Japs sighted us and began to bomb. I kept zig-zagging sharply.

She steered beautifully, but every time we heeled over we had to shout to the passengers "all to port," and a few minutes later "all to starboard," because she was top-heavy and we had to be careful to keep her above her bomb-damage line. The Japs made three low-level attacks on us. And the only thing we got was a near miss, which nearly lifted us clean out of the water.

When the Japs sheered off, we stood by to pick up survivors from another cargo vessel. We scoured our own ship for medical supplies to treat the injured, and found aboard a Red Cross ambulance probably meant for Sumatra. We fixed the wounded up and got back on our course, reaching Java three and a half days after putting out from Singapore.

The troops disembarked at Java. Mansell himself went to Sourabaya and was taken prisoner in Garoet.

★ *As The Years Went By—Notable Days in the War* ★

1940

December 29. *Fire raid on City of London; Guildhall and other famous buildings damaged.*

1941

December 22. *Japanese launched major attack on Philippines; landings in Lingayen Gulf.*
December 24. *Japanese captured Wake Island. Troops of Eighth Army entered Benghazi.*
December 25. *Garrison of Hongkong, short of water, surrendered to Japanese.*
December 26. *Mr. Churchill, on visit to Washington, addressed United States Congress.*
December 27. *Combined Operations raid on Norwegian islands of Vaagso and Maalnoy.*
December 30. *Kaluga, industrial centre on Moscow front, recaptured by Red Army.*

1942

January 2. *Manila and naval base of Cavite, in the Philippines, occupied by Japanese.*
December 24. *Admiral Darlan assassinated.*

1943

January 1. *Veliki Luki, Nazi defence bastion on central front, retaken by Russians.*
December 24. *General Eisenhower appointed Supreme Cmdr. Allied Expeditionary Force.*
December 26. *German battleship Scharnhorst sunk off North Cape by units of Home Fleet.*

1944

December 25. *Mr. Churchill and Mr. Eden flew to Athens to call meeting of Greek parties.*
December 31. *Polish Lublin Committee assumed the title of "Provisional Government."*

Will the Atom Bomb Bring Peace?

By CAPTAIN
NORMAN MACMILLAN
M.C., A.F.C.

EVERYONE knows that the use of two atomic bombs against two Japanese cities abruptly brought Japanese militarism to its knees. And everyone believes that it is the intention of the United Nations to prevent the resurrection of German and Japanese militarism which might enable these two Powers to wreak destruction again upon the world.

But the catastrophic properties of atomic bomb warfare, whether the atomic bomb be dropped by aircraft or propelled by rocket, are so great that it will be necessary to be assured that neither of these peoples succeed in making atomic bombs of any form in secret. Such assurance will be difficult to obtain unless the territories of Germany and Japan are occupied by police forces belonging to the outside world.

It would be quite possible to carry atomic bombs in aircraft belonging to a civil airline. Thus it would be possible for any nation desirous of springing an aggressive surprise upon a chosen enemy to do so by the employment of civil transport aircraft, and the first intimation of the attack would be the destruction of great areas of population and the death of many hundreds of thousands of innocent victims. It therefore appears to be essential for an indefinite term of years that both Germany and Japan should be prohibited from possessing or operating any civil aircraft of any kind.

BAN on German and Jap Aircrews Until World Security is Assured?

Such air services as are necessary for the maintenance of the air communications of the world to and through the territories of these two peoples must be owned and operated by the United Nations, either as a United Nations Air Transport Corporation, or by the national airline operators of the appropriate sovereign members of the United Nations Organization. And I would suggest that until world security is assured by the organization, no German or Japanese national should be employed in the capacity of aircrew in any aircraft flying to and from their own national territory. Although I would not necessarily prohibit the employment of Germans or Japanese by any U.N.A.T.C., for too drastic curtailment of the development of peoples results in eventual insurrection.

It is a less straightforward matter to prevent the manufacture and storage of atomic weapons other than aircraft-carried bombs. The weight of the bomb that dropped on Hiroshima was less than a quarter of the weight of the explosive contained in the warheads of the flying bombs and rocket bombs that fell on Britain during 1944-45. It is therefore easier (at least in theory) to make longer range and infinitely more deadly weapons of a similar nature. And human-operated rockets, developed from the German Viper anti-aircraft design, able to attack distant areas with accuracy, are already feasible today.

PROBABLY the only way the prevention of the development and storage of such weapons by Germany and Japan is possible is by the maintenance of a great scientific bureau by the United Nations, which will ensure that the rest of the world is kept ahead of all developments of atomic power. This should enable the United Nations to know what range of materials is necessary for the manufacture of all kinds of atomic weapons, and, armed with that knowledge, to prevent either Germany or Japan from having access to the essential raw materials by the prevention of imports or the compulsory exportation of home-produced materials.

If such agreement is possible among the nations other than Germany and Japan, the possession by a world security organization of atomic power and weapons would make it impossible for either Germany or Japan to attempt to make war again, for they would be faced with the atomic potential in the hands of the police powers.

Atomic weapons can therefore ensure peace provided the nations forming the United Nations Organization can agree among themselves. From within their ranks must come the answer to whether the nations of the world are to be faced with peace or mutual destruction, and in their case there is no question of any police provision such as can be applied to Germany and Japan. The answer in their case depends upon their willingness to relinquish a great part of that sovereignty which has been the prerogative of the governments of communities ever since man learned to form himself into ethnographic groups. They must therefore agree to work together and to accept the rule of a committee of the combined nations as greater than the rule of their own governments.

IF they come to U.N.O. with the spirit which animated statesmen of the post-First Great War period they will succeed no more than did their predecessors. They must do what every committee member knows he must do, no matter how humble the form of the committee upon which he serves, and that is to accept the ruling of the majority as having priority over the desire of the minority. They must be prepared to give, not to get. If ever U.N.O. is allowed to become a hunting ground for politicians to seize advantages for their own section of the world there can be no hope of banishing the atomic bomb from the field of arbitrament.

Soldiers naturally want the most powerful weapons they can have. And they want to keep them secret from the soldiers of other nations. This curse of official secrecy about weapons has been a part of the flux that has previously brought the world to the melting point of war. That is why I welcome the idea of the sharing of the atomic bomb secret on a basis of reciprocity. But it is not the sharing of the secret of the atomic bomb, but the genuineness of the reciprocal disclosures that is important. If that can be achieved, we may dislodge the soldiers from their past ways of secrecy, espionage and counter-espionage, and if we do this it is possible that committee rule may succeed in the world.

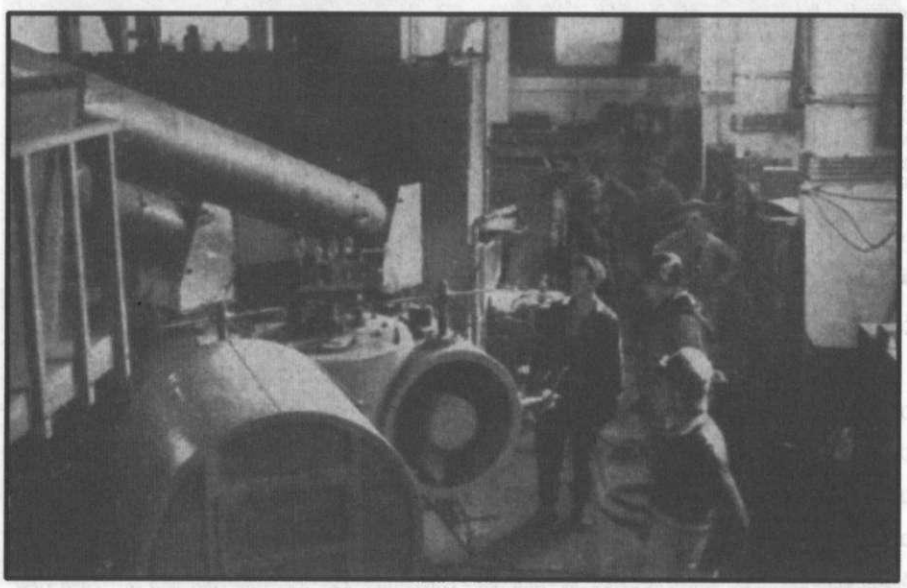
THE Sharing of Military Secrets on a Basis of True Reciprocity

How would your local committee succeed if all its members attended the discussion armed and each prepared to back up his point of view by force? Yet that was what the League of Nations virtually did. The atomic bomb appears to offer the only material possibility that the United Nations Organization may commence its labours in a somewhat different spirit. For if agreement can be reached among the three first Powers forming that organization that they can share their military secrets upon a basis of true reciprocity, there is a chance that all may be able to accept committee rule. If not——?

In my opinion the atomic bomb will not bring peace through the soldiers, whose task it is to obtain the most efficient weapons their compatriots can produce; they look upon the problem from an angle different from that of the civilian.

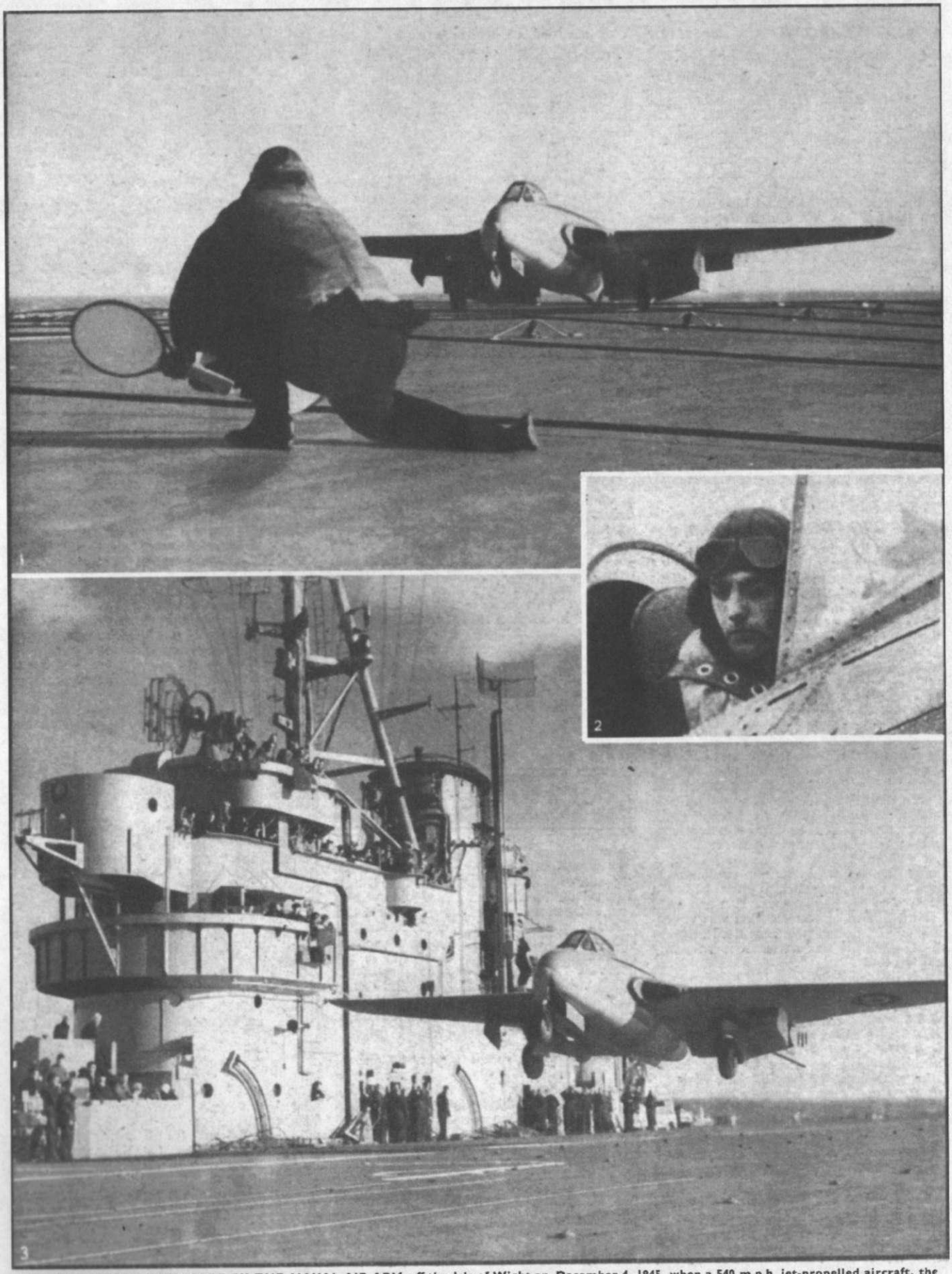
THE atomic bomb can bring peace only if the world's statesmen decide that they can disregard their military advisers' love of secrecy and agree to pool their weapon secrets, internationalize atomic power, and prohibit atomic weapons. It is not an easy problem to solve, for how are the various members to assure themselves that one member is not stealing a march upon the others? Frankly, I do not believe there is any method of supervision which will ensure certainty in this aspect. The only real way to ensure honesty is to give more power into the hands of the committee than could be possessed by any one member, however powerful.

That means world committee government. The alternative must surely be a struggle for supremacy, and the rule of force to achieve world autarchy, a process which will attain the same eventual end, but by a third destruction of man's worldly possessions on a still greater scale. Without the emergence of the atomic bomb, the second method might have been impossible to prevent: 1946 is the crucial year. It will decide the relative value of national sovereignty and thereby disclose whether the atomic bomb will bring peace.



JAPANESE ATOM-SPLITTING DEVICE, discovered in a research laboratory near Tokyo, was closely examined by U.S. Army technicians before they wrecked it on December 4, 1945, to prevent possible attempts at atomic weapons—an action denounced in the U.S. Senate as "vandalous." Known as a cyclotron (see illus. page 438) it is essential to advanced atom-research. PAGE 572

First Jet Plane to Land on an Aircraft Carrier



FLYING HISTORY WAS MADE BY THE NAVAL AIR ARM off the Isle of Wight on December 4, 1945, when a 540 m.p.h. jet-propelled aircraft, the Vampire, took off from and landed on the aircraft carrier H.M.S. Ocean. Directed by the Deck Flying Control Officer's "bats," the Vampire touched down on the flight deck at 95 m.p.h. (1) to be stopped by the arrester wires in a hundred feet. The pilot was Lt.-Cmdr. Eric M. Brown, M.B.E., D.S.C., R.N.V.R., seen (2) in the cockpit. The Vampire taking-off (3). See also story in page 571. *Photos, Charles E. Brown, British Officia.*

The Editor Looks Back

SECRET WEAPONS Oct. 7, 1939

When one reads the ravings of his foulness the Fuehrer one's inability immediately to "get back" at the liar leaves a paralysing sense of impotence. Only continued struggle and endless patience against all that his vile creed and evil energy have brought upon us will make him bite the dust some day—but knowing the abysmal falsity of the fellow we need not be too terrified about his "new arm to which there is no defence." Aerial attack on all our seaports—which I have envisaged from the first—is Mr. Lloyd George's idea of this mysterious and dreadful "new arm." I think he may be right. We'll know better *when the war begins.*

WRITTEN in the "phoney" period of the War that paragraph reads oddly today. Those of us who survive know well enough that "his foulness" did have in mind several secret weapons, and quite recently we have seen samples of them on exhibition in Trafalgar Square. But in September of '39 I never guessed that I should live to see scores of flying bombs passing over my country home and nearly two score of them being shot down in the Weald of Sussex. But time has shown that the Allies too had secret weapons and were able to use them at the right moment, with no preliminary shouting about them.

EARLY BROADCASTING Oct. 7, 1939

Just been listening to Winston Churchill's broadcast—masterly! No overstatement; clear, concise, penetrating. His slight inclination to raise his voice at the end of a sentence, rather in the "Methody" manner, is of small account weighed against the fine seriousness of his tone and the simple effectiveness of his words. Contrasted with the mouthings and bellowings . . . of a speech by Hitler, Goering, or Goebbels, it makes one proud to be British when listening to Winston Churchill. But the B.B.C. shows small sign of improving. Its dud programmes have led to a great falling-off in listening. I hear on all hands from friends and acquaintances that they have practically stopped plugging in for the drivel that is dished out between the news bulletins of noon and nine—and God knows these are hardly worth straining a tympanum to hear. A noteworthy example of ineptitude preceded Mr. Churchill's most welcome speech. It was the reading of a news item from the German communiqué which asserted that *ten* British planes had been destroyed to *two* Nazi planes. Not one word of contradiction or confirmation was vouchsafed. If the German statement is true, heaven help us when the war starts. If it isn't, why aren't we told?

I AM glad to recall the improvement that eventually took place in the B.B.C. broadcasts as the War dragged its slow length along, and the genuine triumph it achieved from D-Day to the end. But alas, there are no more of those heart-stirring speeches by our Old Man Eloquent to listen to. I may be wrong, yet I fancy somehow that the falling-off in the number of listeners must now be reckoned in millions daily; though how their numbers can be guessed at all is something of a mystery to me.

RETURN OF THE HORSE Oct. 14, 1939

Sorry to see the old horses coming back to London. My satisfaction in the mechanization of the Army was mainly due to the feeling that there would be fewer horses to be mangled on the battlefield, and I fear that when London really feels the weight of air raids many of the thousands of horses that have returned to the metropolis as substitutes for motors are all too likely to be helpless sufferers in the bombing. The unhappy devotion of the Poles to cavalry added a distressing amount of animal suffering to the heroic martyrdom of their people.

HOW little one could foresee things in those early days. The horrible destruction of horses that took place after Germany turned her Armies against the Soviets, and the martyrdom of mules in the Burma War, were dreadful but inevitable. I am sure the Russian Cossacks were as fond of their horses as any animal-lovers among us and sorrowed no less at their sufferings, which, however, did not exceed those of the unfortunate men, women and children who were doomed to perish by the hundreds of thousands in prison camps when the Nazis began their organized attempts to extinguish whole populations. The true horrors of the War to come were little in our minds in those exciting but almost happy days of its first autumn.

BELGIUM PRE-INVADED Oct. 14, 1939

One of the most significant things I have noticed in the news from Belgium is the fact that no fewer than fifty Nazi journalists—each of whom is merely a lying propagandist expelled from Paris—are now resident in Brussels. They have all somehow been accommodated as "press attachés" of the Nazi Embassy there. Moreover, although all the French private residents in Belgium have now returned to France, none of the German residents there have gone back to Germany. This looks like the Nazis' "fifth column" in Belgium ready for the invasion.

IT was! And how very stupid it all seems today. No one was being deceived by those obvious tactics; yet the web of internal cross purposes was so closely meshed that there would seem to have been no way out, no means of forcing the hand, calling the bluff, of the intending invader.

ROLE OF THE TANK Oct. 14, 1939

To me one of the most noteworthy facts of the war so far has been the conquest of Poland, not by any "secret arm," but by an arm invented by an Englishman—the Tank. Despite all the braggadocio of Hitler, the most formidable thing on wheels came out of the brains of Englishmen in the Great War, and I have little doubt that the British invention which was used with such deadly effect against Poland will yet be used effectively against Germany, for it is seldom that an original invention is beaten by imitations.

WELL, I think that, though it took four to five years to do it, the place of the tank in the victorious march of the 8th Army from El Alamein to Berlin and, later, the lightning thrusts of Allied armour through France and Belgium to the Siegfried Line and beyond fully justified my comment.

NAZI CASUALTIES Oct. 21, 1939

A letter in The Times recently, from an obviously well-informed correspondent, pointed out that the official German history of the Great War put all German casualties at 33⅓ per cent higher than the figures admitted in the bulletins issued during the War. So when Hitler states that his casualties in the murder of Poland totalled 45,000 killed and wounded, we can figure 60,000 as the minimum—"and then some." For the Prussian liars of 1914-18 were the veriest amateurs compared with their Nazi successors.

I HAVE not seen a British official record of the German losses, but according to the "Arbeiter Zeitung" of Zurich, which claimed to have access to German War Ministry statistics, the Nazi dead numbered 91,278, seriously wounded 63,417, and the slightly wounded 84,938. Until our official historians have examined all the secret records of the Nazi losses the truth about their own casualties in the rape of Poland can be no more than guess work. The only thing certain is that here again Hitler was lying; indeed, no evidence has at any time been forthcoming of his ever having spoken the truth on any subject, even by accident.

Postscript

TWO of our leading legal lights—Mr. Justice McNaghten and Sir Hartley Shawcross, the Attorney-General—in the King's Bench Division the other day would seem to have antagonized in the course of one single case the whole regiment of hard-working housewives. The learned judge refused to acknowledge a housewife's activities in the home as "work within the meaning of the Act," while the Attorney-General apostrophized them as a "labour of love." And yet, as far as I've seen, not one single protest has been raised!

ACCORDING to a recent inquiry by one of our main railway systems, men who want "Ladies only" compartments provided on all trains outnumber women by more than two to one. What no one seems to have had the courage to suggest is the introduction of a "Men only" coach—which is what these men want. Or think they do.

MR. E. A. HAMILTON-PEARSON, who rejoices in the title of "Psychiatric Medical Inspector" of the Home Office, declares that the great increase in petty thieving, bad manners, discourtesy, irritability and selfishness may be due to our diet. Those who know their Pickwick will hardly find anything new here, for was it not all anticipated over a century ago by Mr. Snodgrass who so adroitly blamed the salmon of the night before for his morning "hangover"?

RE-READING that totally neglected classic, John Forster's Life of Walter Savage Landor, the other day, I came upon this shrewd diagnosis of a modern tendency: "the desire to read without the trouble of thinking, which railways have largely encouraged and to which many modern reputations are due." That was written seventy-seven years ago, and the years between have only served to point its truth and throw into deeper relief the awfulness of its implications. What the pessimistic Forster would have said of Reading Habits in the Atomic Age hardly bears contemplation!

THE "peace," no less than the war, continues, happily, to enlarge our knowledge of American ways—and means. Yet there must have been many people in Britain who learnt with surprise from President Truman the other day that the U.S. is till without a national health insurance scheme. Which is something that this country has boasted for well over thirty years.

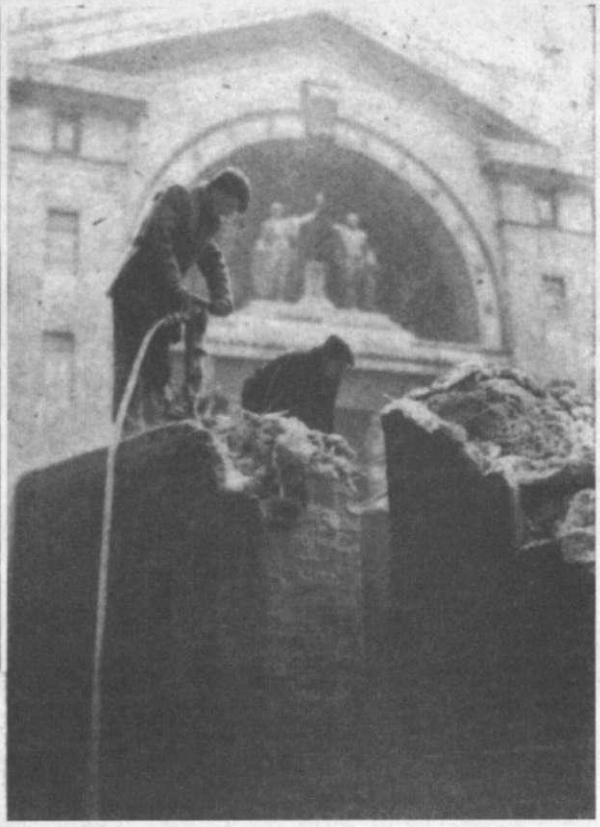
THOSE who dash into print with attacks on the work of the British Council in spreading abroad a fuller knowledge of our cultural heritage should read the Council's last annual report. Here they will read that of 2,000 students in Turkey wishing to be sent overseas, over half gave Britain as their first choice. For this the Council very properly claims its share of credit.

In Britain Now: C.D. Equipment Goes Home

LONDON'S NEW WATERLOO BRIDGE, designed by Sir Giles Scott to replace Rennie's famous structure completed in 1817, was formally opened on December 10, 1945, by the Rt. Hon. Herbert Morrison, Lord President of the Council. It had been used by pedestrians for nearly three years and was fully open for traffic since November 21, 1944. See also illus. page 466.

C. D. EQUIPMENT BARGAINS were soon disposed of on December 4, 1945, when they came up for sale in Fulham, London. They included blankets, beds, mackintoshes, kitchenware. Housewife-purchasers (right) had to produce identity cards to establish proof of permanent residence in the borough.

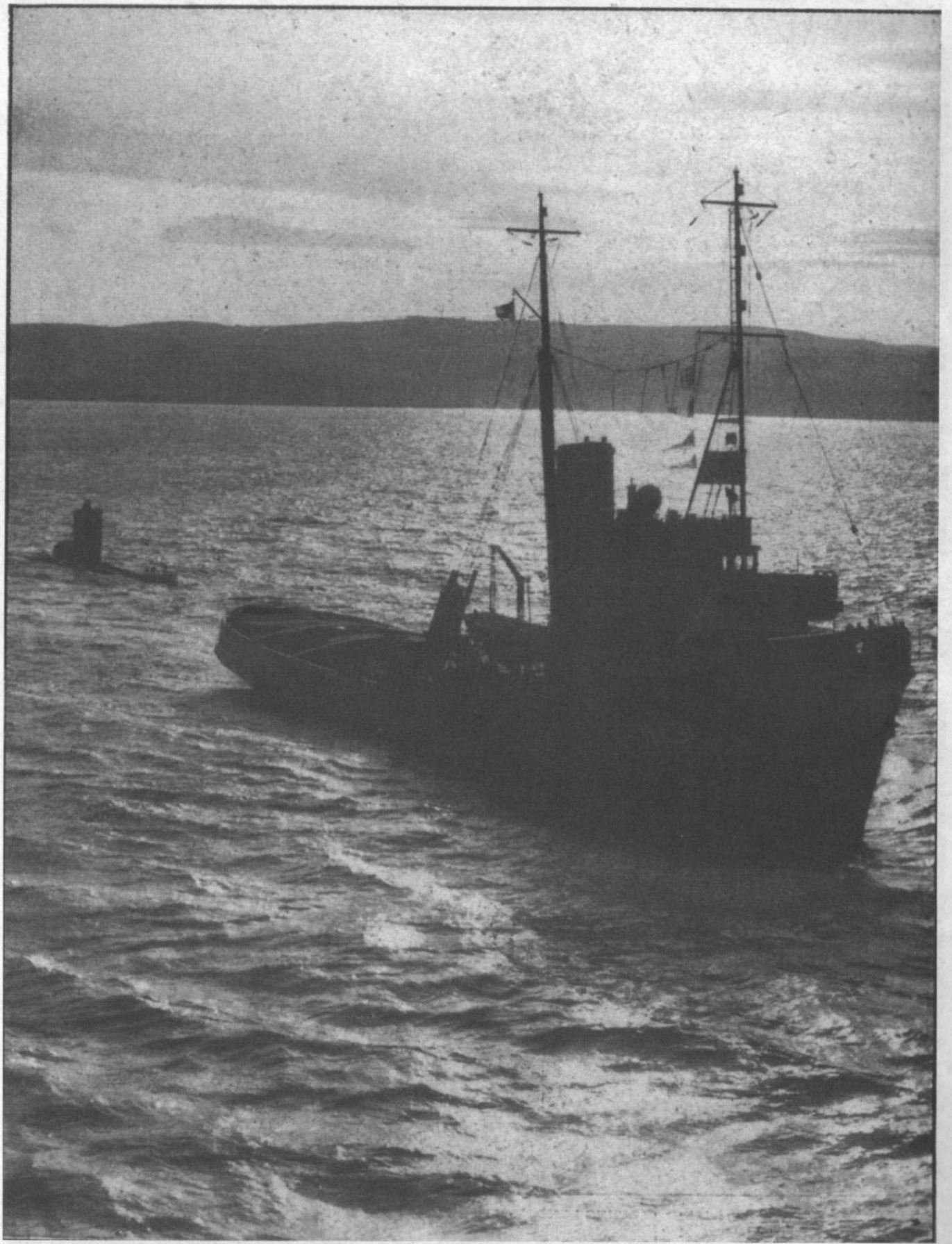
TRIBUTE TO THE W.L.A. was paid by Her Majesty the Queen (above) in the Mansion House, London, on December 7, 1945, when she presented armlets to 750 of the women of the Land Army with six years' service. "You have gained a great reputation," she declared.



CLEARING LONDON of its wartime protective brickwork — blockhouses, pillboxes, anti-blast walls—proceeded apace as 1945 drew to its close. These workmen (right) removed a strong-point outside the Air Ministry offices in Kingsway; Bush House in back-ground.

Photos, Topical, Sport & General, New York Times Photos

A U-Boat is Towed to Its Atlantic Grave



ON ITS LAST JOURNEY, ONE OF 110 SURRENDERED U-BOATS is towed by a British naval craft up the waters of Lough Foyle, near Londonderry, to be scuttled in "Operation Deadlight" (see pages 552-553) in the North Atlantic. The submarines were sunk with engines and gear intact. Many were of the Mark 23 type, of 250 tons, specially designed for use against Allied shipping in the Thames estuary. Five squadrons of U-boat-killers of R.A.F. Coastal Command took part in the Operation.

Photo, Keystone

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